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CROOKES' GLASSES.
N. LAZARUS
OPHTHALMIC OPTICIAN.
10, Queen's Road Central, Hongkong.

The China Mail.

ESTABLISHED 1845

May 14, 1920, Temperature 78.

Rainfall 0.05 inch.

Humidity 88.

May 14, 191, Temperature 54

CHEMICAL
FIRE EXTINGUISHERS.
TO SUIT ALL
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ALERT, ROSS & CO.
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五拜禮

號四十月五年十二百九千一英

HONGKONG, FRIDAY, MAY 14, 1920.

日六廿月三申庚戌年九國民華中

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BUSINESS NOTICES

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ENGINEERS and SHIPBUILDERS,
HOK UN-KOWLOON.

Marine and Land Engineers, Boiler-makers,
Founders, Motor Boat Builders.

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SOLE AGENTS FOR "KELVIN MOTORS".
Motors from 12 H.P. to 50 H.P. now in stock also spare parts.
TELEPHONES:—Works K.21; Manager K.329; Harbour Engineer K.120;
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CARS FOR HIRE IN HONGKONG AND KOWLOON

Agents in South China for:—

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Armstrong Motor Cars, Denby Motor Trucks
and U. S. Tyres.

GARAGE AT 44 DES VOEUX ROAD. TEL. 482. GARAGE AT 26 NATHAN RD. KOWLOON

MOSCATINE.

A few drops sprinkled on the hands
or any exposed part effectually
prevents the bites of Mosquitoes
and Sand Flies.

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The Hongkong Dispensary.

PIANOS

of Artistic Design
Charming Tone Quality
and Superior Workmanship.

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ROBINSON PIANO
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GREEN ISLAND CEMENT CO., LD.
PORTLAND CEMENT.

In Casks of 75 lbs. net.
In Bags of 250 lbs. net.

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THE OPTICAL COMPANY
61, QUEEN'S ROAD CENTRAL.
SPECTACLES, EYEGLASSES, LENSES, etc.
OPTOMETRIST IN CHARGE—E. CHAN, Opt. D.
EYES TESTED FREE OF CHARGE.

DONNELLY & WHYTE.
WINE MERCHANTS.
TEL. No. 625.

TO-DAY'S CABLES.

(Reader's Service to the China Mail.)

BILL TO BAR FOREIGNERS.

LONDON, May 12.
An aliens naturalisation bill which is being introduced to the House of Lords by Earl Stanhope has been published. Inter alia the measure provides that no alien may be appointed to the civil service nor as master, chief officer, or chief engineer of a British merchant vessel registered in the United Kingdom, exceptions being those who performed faithful service in the war. Aliens are also debarred from holding pilotage certificates, exception being made in the case of French nationals using the ports of Newhaven and Grimsby. Special clauses are inserted providing equal powers of naturalisation for the British possessions, subject to the proviso in the case of the Dominions that the measure is adopted by the legislatures of the dominions.

RUSSIAN CIVIL WAR.

LONDON, May 12.
It is officially reported that the Ukrainians have occupied Odessa.

"IMPORTANT STEPS" IN IRELAND.

LONDON, May 12.
In the House of Commons, replying to Major O'Neill, Mr. Bonar Law stated that Macready had already taken most important steps to ensure greater co-operation between police and military in Ireland and yesterday made many other suggestions to the Cabinet all of which would be carried out. Macready believed these changes would have speedy effect. Mr. Law emphasised that the government would take any action which was believed to tend to restore decent conditions in Ireland.

COAL PRICES.

LONDON, May 13.
In the House of Commons, Mr. W. Bruce moved an adjournment in order to draw attention to the increased price of domestic coal, which he asked the government not to impose. He approved the reasons for the increase in industrial coal. Sir R. Horne, replying, said the present was the most convenient season to start the policy of termination of coal subsidies. While the miners were not entirely free from blame as regards production, the coal-owners were showing a lack of energy owing to the unsettled situation in consequence of the agitation for nationalisation. He did not consider the latter would produce equally good results as private enterprise. American coal, which was unavailable last winter owing to a coal strike, was now entering European markets in considerable quantities and was selling in France for less than British coal. It was impossible to predict what the future export profits would be, therefore there was all the more reason to put the coal used in Great Britain on a sound foundation. The motion was defeated by 155 to 49.

CAPTURED SHIPPING.

LONDON, May 12.
In the House of Commons, replying to Mr. Alfred Davies, Mr. H. Wilson said excluding the ships captured by the joint British and allied forces, and the ships condemned as to part only of their interest, and the numerous miscellaneous small craft, the total number of ex-enemy merchantmen over 500 tons hitherto condemned in the British prize courts is 58. With the exception of ships retained by overseas governments, these would run on British government account. The sale of fifteen of these vessels realised a million and a half sterling. The trading results were not yet available.

The House passed the second reading of the finance bill without a division.

Mr. Baldwin, secretary of the Treasury, winding up the debate, disagreed with those who thought the Chancellor was trying to do too much and that we were robbing ourselves now for the benefit of posterity. The knowledge that the British were willingly taxing themselves so heavily this year would have the greatest effect in making the world realise that we were going to set our house in order.

BRITISH LOCOMOTIVE BUILDING.

IMPORTANT DEVELOPMENTS FORESHADOWED.

The world-wide shortage of locomotives and rolling stock which has resulted from five years of warfare is an obstacle of the first magnitude which must be surmounted before international transport and trade relations can be resumed on anything like normal conditions. One of the largest English engineering firms, whilst war was still proceeding, foresaw that an acute shortage of this kind was to be expected when peace came. The Directors of this firm methodically laid their plans, and those carefully prepared arrangements have now materialised so that at the present time the Armstrong, Whitworth Company are making a remarkable bid for the premier position amongst locomotive builders throughout the world. The Ammunition Works at Scotswood on Tyneside were allocated for the construction of locomotives. Immediately after the Armistice they commenced their reorganization and within the short space of a year the vast munition plant has been swept away, the new plant installed, and the first Armstrong, Whitworth locomotive—powerful 0-8-0 type for the North-Eastern Railway—was completed and delivered from their works.

To-day the Scotswood Locomotive Works are the largest and best equipped works of its kind in the British Empire. Their present output capacity is over 400 heavy main line engines per year.

Even under present conditions the Company themselves anticipate that by the summer of 1920 their output will have increased to not less than 45 locomotives per week. The following list gives particulars of some of the most interesting and important contracts which Messrs. Armstrongs at the present time have on hand:—

Country.	Ordered by	Type.
Great Britain and Ireland	North Eastern Railway Co.	0-8-0 with six wheel tender.
"	Midland and Gt. Western	"
"	Railway of Ireland	0-6-0 with six wheel tender.
"	Caledonian Railway	4-4-0 with six wheel tender.
"	Gt. Southern and Western	"
"	Railway (Ireland)	4-6-0 with six wheel tender.
Java	Dutch Colonial Government	"
"	"	"
Brazil	Leopoldina Railway	4-6-0 with six wheel tender.
Trinidad	Trinidad Railway	4-6-0 with six wheel tender.
Nigeria	Nigerian Railway	4-6-0 with six wheel tender.
"	"	"
India	India State North Western	4-6-0 with six wheel tender.
"	Bombay, Baroda and Central	"
"	Madras and Southern	4-6-0 with six wheel tender.
"	Madras Railway	4-6-0 with six wheel tender.
Argentina	Buenos Aires Western Rail	4-6-0 with six wheel tender.
"	"	"
Belgium	Belgian State Railways	4-6-0 with six wheel tender.

COMMISSION CASE.

Before Mr. Justice Wood, Puisne Judge, in the Summary Court yesterday afternoon, the case in which Miss Yim Yee Koo sued Yick Lung Hing Firm, contractors, of 33 Cochrane Street, Victoria, and Leung Chi Chuen, managing partner of that firm, for \$450, claimed as the balance of agreed brokerage, was adjourned until May 25.

Plaintiff, who was represented by Mr. Leo d'Almada, gave evidence that defendants agreed to pay her commission of \$1,000 if she could secure them a building contract from Li Po Sung, the owner of land in Calder Park. The contract was duly completed and on July 12, last year, defendant paid plaintiff \$50. The claim was subsequently reduced to \$500, leaving a balance due of \$450; the amount of the present claim.

The defence, which was conducted by Mr. C. F. Mason, was a denial of the claim on the ground that the contract had not been secured through plaintiff. Defendant asserted that plaintiff first brought the contract to him, but two days later, withdrew it. He was subsequently sent for by Li Po Sung and the contract was arranged between them without the intervention of plaintiff. The \$50 paid by him to plaintiff had been given as a sham as plaintiff continually worried him for commission on the contract.

The case was adjourned until May 25 in order to secure the attendance at Court of Li Po Sung.

DEFENCE CORPS ELECTIONS.

The election of officers and N.C.O.'s of the Scottish Company and Light Infantry and Infantry Companies of the H.K.V.D.C., last evening, resulted as follows:—

Mounted Infantry Company: Sergeant, G. C. Moxon; and Corporal, H. B. L. Dowbiggin.

Scottish Company: Lieutenant, J. H. Gordon; Sergeant, T. W. Hill; Corporals, J. Ralston and J. M. McHutchon; Lance-Corporals, A. G. Simpson, D. J. Purves, and W. J. Crawford.

Light Infantry and Infantry Companies: Company Commander, G. E. Stewart; Lieutenant, F. C. Hall; Sergeants, T. P. M. Bavan and W. H. Edmonds; Corporals, C. A. Grimes, and F. Lobel; Lance-Corporals, P. S. Cassidy, G. H. Haskett, and E. R. Dovey.

LADY ASTOR SCORES IN SUFFRAGE DEBATE.

An effort to amend the labour party's equal suffrage bill so as to withhold the vote to women less than thirty years old, was defeated by Lady Nancy Astor, who kept up a running fire of debate in a house of commons committee meeting considering the measure.

Fear of woman's power in politics was acknowledged by those who opposed giving women equal voting rights with men.

Lord Wolmer, who submitted the amendment, which was defeated 21 to 13, asserted that a majority of the "pussycats" are women and if that majority has the right to vote, it might insist upon prohibition. The male population, which had borne the brunt of war, was not prepared to tolerate any such impositions, he added.

CALLS IT SENTIMENTAL SLOBBERS.

Cot. Arthur Lee said all the fussing about votes for women was a lot of sentimental slobber, whereupon Lady Astor leaped to the defence of the women.

"I am astonished at such speeches," she said. "Why are the men so frightened at women voters? The men have made such a mess of matters that women are justified in taking the vote from them. If the women had the vote there would be no war."

"Whether women get the vote they will insist upon reforms, 'pussycats' or otherwise."

DENIED MEN WON THE WAR.

Lady Astor denied Wolmer's suggestion that men won the war. Women also had done their share, she said. "Who lost the peace?" Commander Kenworthy slyly asked. "You be quiet," Lady Astor retorted.

"You can't argue with women, Sir Frederick Bumbury warned."

He also scouted the idea of young girls being likely to study politics. "They'll more likely do what Lady Astor confessed she had done," Sir Frederick said. "Spend a whole afternoon buying a frock which did not fit."

A solemn committee meeting burst into merriment. But quickly ended in a vote in which Lady Astor triumphed.

BUSINESS NOTICES

AERTEX CELLULAR
DAY SHIRTS
— AND —
TENNIS SHIRTS

DELIGHTFULLY COOL AND COMFORTABLE.

BE SURE

AND ASK

FOR

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REFUSE

IMITATIONS



THE
LARGEST
SELECTION
IN
THE
COLONY

MEDICALLY RECOMMENDED
J. T. SHAW
Tel. 692. SPECIALIST IN MEN'S WEAR Tel. 692.
NEXT DOOR HONGKONG HOTEL

J. ULLMANN & Co.

French Firm, Established 1862.

Quality, Variety, Perfection.

FAIRALL & CO.

GREAT SALE

**RAIN-COATS,
SILK GOLFERS.**

TEL. 644.

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THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883
MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 16" CIRCUMFERENCE
CABLE LAID 8" to 16" CIRCUMFERENCE
4 STRAND 8" to 10" CIRCUMFERENCE

Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to:
Shewan, Tomes & Co. General Managers

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CALDBECK, MACGREGOR & CO.,
15, QUEEN'S ROAD CENTRAL.

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MULTIPLE ENGINED BIPLANES
HANDLEY PAGE LTD.
Orickwood, London, N.W. 2.

Sole Agents for China:

PEKING SYNDICATE LTD.,

Peking.

Sub-Agents for Hongkong and South China:

W. R. LOXLEY & CO.,

Hongkong

NOTICES.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions.

THE Undersigned have received in-
structions to sell by Public Auction,on
WEDNESDAY, May 19, 1920,
commencing at 11 a.m.

at their Sales Rooms, Duddell Street.

100 cases Salamander U.V.P. Brandy

10 " Three Star Brandy

20 " MacLaren's Dry Gin

20 " Old Tom Gin

20 " Merville's Peppermint

20 " Sherry

7 " Jamaica Rum

6 " Burgandy

3 " Creme de Menthe

2 " Angostura Bitters

2 " Champagne

20 " Biscuits

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.on
FRIDAY, May 21, 1920,
commencing at 11 a.m.at their Sales Rooms, Duddell Street
(for account of the concerned)

1717 bags ANTIMONY ORE

(Stored at Kowloon Godowns).

1730 bags ANTIMONY ORE

(Stored at West Point Godown).

(total weight 5712 piculs).

Inspection orders can be had from
undersigned.

Terms:—Cash on delivery.

LAMMERT BROS.,
Auctioneers.

Kowloon, May 13, 1920.

By Order of the Mortgagees

MESSRS. LAMMERT BROTHERS
have received instructions to sell
by Public Auctionon
SATURDAY,
the 22nd day of May, 1920, at 12
o'clock noon, at their Salesroom in
Duddell Street, Victoria,
Hong Kong.

The Steamship "WING ON"

(late of the Hong Kong & Canton
run) now lying off Yau-mai in the
Harbour of Hong Kong together with
all the furniture, stores, equipment and
appurtenances now on board.

IN ONE LOT.

The ship is registered in Hong Kong
and her tonnage and dimensions are as
follows:

Gross Tonnage 834.75

Registered Tonnage 456.46

Length 193 ft.

Main Breadth 33 ft.

Depth 11.75

For further particulars and conditions
of sale please apply toMessrs. DEACON LOOKER
DEACON & HARTON,
Vendors' Solicitors,
or toMessrs. LAMMERT BROTHERS,
The Auctioneers.THE Undersigned have received in-
structions from Messrs. THORESEN
& Co., to sell by Public Auctionon
TUESDAY, the 18th May, 1920,
at 3 p.m.

at his Sales Rooms, Duddell Street,

The Steamer "DAGMAR"

as she now lies in the Menam River,
Bangkok, with all her machinery, gear
and appurtenances, etc.

1457 tons gross Reg.

921 tons net Reg.

1800 tons deadweight capacity on
17 feet mean draft. Speed 10 knots.This Steamer went ashore in the
Gulf of Siam, was salvaged, and towed to
Bangkok, where she was dry-docked and
patched up.Inspection orders on application to
the East Asiatic Co., Ltd., Bangkok.The Steamer to be at purchaser's risk
after fall of hammer, when purchase
money is to be paid.

For full particulars apply to

LAMMERT BROS.,
Auctioneers.Messrs. THORESEN & Co.,
Hongkong.

FOR SALE.

One Complete Set of 25 Volumes

ENCYCLOPEDIA BRITANNICA
(Never been used).

Apply

LAMMERT BROS.,
Auctioneers.A COMPLETE AERATED WATER
PLANT FOR SALEThe Machines are made by Messrs.
Wesby & Hinchliffe, Ltd., Manchester,
and guaranteed in perfect
working order. This complete plant
will turn out 2,400 dozen aerated
water per day.KWONG HANG HONG LTD.,
P.O. Box 320, Hongkong.

INTIMATIONS

HOW TO AVOID INFANTILE
AILMENTS.When there are diseases prevalent in
the season, it is the most dangerous to
Infants and so Great Care must be
taken in feeding them with proper
food otherwise they would give their
Mothers a lot of trouble. To avoid
the trouble is to feed them with LAC-
TOGEN which resembles human milk.
It is easily digested and promotes
healthy appetite. It keeps the Infants
thriving and free from all Infantile
Ailments.

總代理 榮豐泰 升泰廠牛奶粉

SHIU FUNG TAI & CO.,
Sole Agents for Hongkong and South China.
Nos. 47 & 49, Cross Street, Central, Hongkong.
Telephone Nos. 1229 & 1230.

WE HAVE

Just received
A New Supply ofWAR and ARMISTICE
STAMPS.

Many varieties and values of

NEW EUROPE

also

CATALOGUES and ALBUMS

for sale.

GRACA & CO.,
No. 19, Wyndham Street,
P.O. Box 620, Hongkong.

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

CHERRY & CO.,
FLOOR STREET,
25, 27 & 29, Hongkong Hotel,
Telephone No. 491,
Hongkong, March 30, 1914.THE NEW FRENCH REMEDY,
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Gout, No. 3 for Neuralgia.

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"CAPSTAN"

Navy Cut
Cigarettes"CAPSTAN" Tobacco
for the Pipe

ACKNOWLEDGED BY THE CONNOISSEUR TO STAND

ALONE PURITY AND CHARM OF FLAVOUR.

Packed in Tins of 50 and packets of 25 & 10.

CIGARETTES.

ALSO—

MAGNUMS

in AIR-TIGHT tins of 50 Cigarettes.

This Advertisement is issued by British-American Tobacco Co., (China) Ltd.

FALL IN BEHIND.

In Millard's Review of May 1, 1920, published in Shanghai, an article "Better Oceanic Communication for Tientsin," by Mr. Hollington K. Tong, will be of so much interest to Hongkong that we publish it in its entirety. With Manila, Tientsin, and the Japan ports, going into vast harbour improvement schemes, it will be necessary for Hongkong to get into the game, or the Colony may lose its proud claim of being the main shipping port of the Far East.

Tientsin, which possesses all potentialities for development into a Far Eastern Liverpool, lacks adequate facilities for communication with the sea. This realization of poor navigation facilities has prompted the Hai Ho Conservancy Board, at the instance of F. W. Maze, Commissioner of Customs, to make plans for the reclamation of the flats on the north bank at the mouth of the river, the construction of a deep water port at Taku and the deepening of the river from Taku to Tientsin. The whole scheme has been virtually approved by the Diplomatic Corps at Peking, and the Consular Board, the General Chamber of Commerce and various national chambers of commerce at Tientsin. The Provincial Assembly of Chihli, it is expected, will in the near future also give to it its active support. The question of raising the funds necessary for the execution of the scheme is being considered. As soon as a solution is found, the Hai Ho Conservancy Board will, if requested, prepare plans for carrying it out.

My object in bringing forward the Taku reclamation scheme, remarked Mr. Maze in the course of a recent interview, "was to endeavour to provide Tientsin with a deep water port, and thus establish direct steamer communication between here, America and Europe. Various causes in the past have combined to restrict the local steamer traffic to coasting vessels of light draught thus rendering direct trade to foreign countries impossible and adding greatly to the cost of transport. The future needs of Tientsin, however, cannot continue to be restricted by such primitive means and the natural expansion of trade must not be forever impeded by a system which compels transshipment at Shanghai in the case of imports and exports coming from, and for abroad. It is essential, therefore, that facilities for ocean going steamers be provided and that the communications between Tientsin and the sea be improved. The Hai Ho Conservancy Board has already accomplished most useful work in this connection, but a great deal more remains to be done. It should be borne in mind, however, that unless what may be called the 'connecting water-ways of the province' are scientifically conserved and controlled by qualified engineers there can be no security that the work of

the Board in the direction of river and bar improvement will not continue to suffer interruption and damage from time to time by serious floods such as occurred in 1917 when the Bar Channel (which took years to construct) was completely obliterated in a few weeks' time by 'unprecedented' shoaling. It should be considered therefore that the only radical solution of the problem of the Taku Bar is to be found in the conservation of the water-ways of the Province (particularly the Yung Ting Ho), and not merely in local conservancy operations, which partake more or less of a palliative nature. I have consistently endeavoured to impress this view upon those interested in shipping developments here and I believe that the importance of a progressive conservancy policy on broad lines is becoming apparent to everyone, and that it is realized that the whole future of this important port depends upon improved communications with the sea to enable direct trading to take place with foreign countries."

The party visiting the place thus marked for a new deep water port and the reclamation of the flats on the northern bank, to-day consisted of the Civil Governor, the Commissioner of Foreign Affairs and Mrs. Hwang Yung-liang, the members of the Consular Body, the Commissioner of Customs, Admiral Y. L. Woo, Mr. Pien Shou-ching, Speaker of the Provincial Assembly of Chihli, Mr. Bien Ching-ching, chairman of the Tientsin Chamber of Commerce, several local gentlemen, Mr. and Mrs. F. C. Rose, Mr. and Mrs. W. A. Morling, and representatives of the Commission for the Improvement of the River System of Chihli. The party left Tientsin on the a.s. "Chingling" at 9.30 a.m. and returned at 6 p.m. The significance of the occasion was shown by the fact that the guests of the Hai Ho Conservancy Board exhibited great interest in the plan for the improvement of the river and for the construction of a deep water port.

Part of the plan which received more attention related to the reclamation of the flats on the northern bank. A few months ago, T. Pincione, engineer-in-chief of the Hai Ho Board, outlined a plan for the construction of training groynes or dykes along both banks at the river mouth in order to confine water within its proper channel. In that plan he laid special emphasis upon the construction of a dyke from the North Fort to the western end of the Deep Hole which, in his opinion, would preserve the dredged channel from the inroads of silt from the north bank as well as prevent the accumulation of ice and its obstruction of the river entrance. Mr. Pincione's plan was unanimously adopted. On account of lack of funds, this conservancy work, important though it is, cannot be executed for the present. In the meantime, Mr. Maze, endeavouring to find a way to

make the work remunerative and thereby secure for it popular support, conceived an idea which subsequently received much local backing. He proposed to take advantage of the construction of the northern dyke to reclaim a strip of land about 4,000 feet wide and 2 miles long for the construction of godowns, railway bridges, coal-yards and steamer-wharves alongside which big ocean liners can lay. It was this peculiar circumstance, indeed which induced Mr. Maze to study and make the reclamation proposal. The question of funds for this combined purpose offers some difficulty. About \$4,500,000 will be required to put the reclamation scheme into effect and at the same time to construct the necessary northern dyke. It is a good investment, however, and there is no question as to the safe return of whatever money may be expended on the work. Efforts are now being made to secure the sanction of the Civil Governor of Chihli for the execution of the scheme, and the hope is expressed in Tientsin that it will not be long for the sanction to be forthcoming knowing that it will materially benefit the whole province of Chihli to no small extent.

Some of the advantages which will result from this modified scheme as set forth by the Conservancy Board will be:

1. The dyke would considerably improve and stabilize the Taku Bar Channel and the river in this neighbourhood, and on account of high velocity of water, would prevent the accumulation of silt and ice in the fairway, and would consequently deepen the channel itself, and thus facilitate dredging operations.
2. Godowns, jetties, coal-yards and wharves to be constructed on the northern bank cannot but ultimately give an impetus to the general trade of Tientsin and greatly help the work of coaling of vessels at Tangku with rapidity.
3. The Standard Oil Company of New York and the Asiatic Petroleum Company, which are contributing no small share to the customs revenue of this port, would doubtless find it more convenient and economical to install tanks at Taku on the reclaimed flats, take their large steamers alongside and discharge their oil direct. At present they discharge their oil first into lighters outside the Bar, the work of which is often delayed by bad weather. By a direct way of handling imports, much time and money can be saved, and consumers are sure to benefit thereby.

(Continued on Page 51)

SERVES THE WHOLE FAMILY.
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"MEXION" HONGKONG.

PUBLIC AUCTIONS

THE Underigned have received instructions to sell by Public Auction, (For Account of the Concerned),

TUESDAY,
May 18, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A Small Consignment of
WHITE GOODS, &c., &c.
Comprising:—
Pillow Cases, White Satin Quilts, Turkish Towels, Bath Towels, Bath Sheets, Double Bed Sheets, Battenberg and Drawwork Bedspreads, Table Covers, Crochet and Drawwork Dollies, Table Cloths, Linen Damask Serviettes.

A few lots of Bellow Valises, Kit Bags, Suit Cases, and Attache Cases.
Also
Two Pairs Prismatic Binoculars.
(All new goods and in small lots.)
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 12, 1920.

(FOR ACCOUNT OF THE CONCERNED),
on
TUESDAY,
May 18, 1920, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND BRASS-MOUNTED BEDSTEADS, TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.
comprising:—
Chesterfield Sofas, Arm-chairs (new) Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables, and Chairs, Washstands, &c., (fumed Teakwood), Slideboards, Dinner Waggons, Extension Dining Tables and Chairs, &c., Dinner Services, Crockery, and Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware, Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screens, Side Tables, Chairs, Cabinets, Pictures, Carpets new and second-hand.

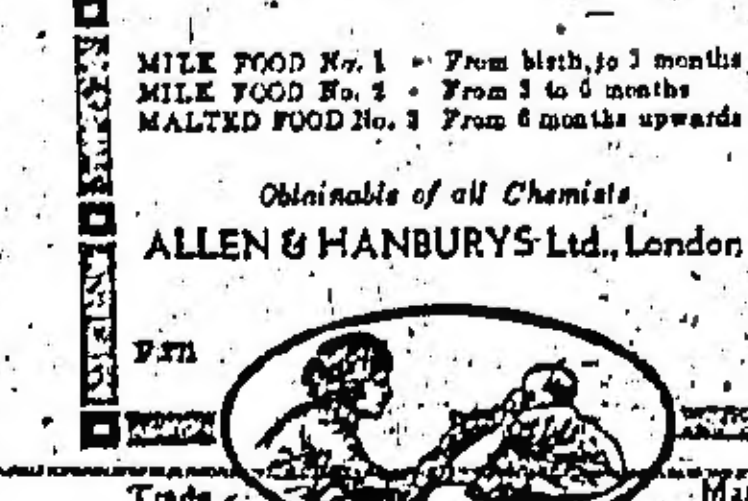
Also
Four Pianos, One Enamelled Bath, Chamber, &c., &c.,
(Full Particulars from Catalogue).
Terms:—Cash.
HUGHES & HOUGH,
Auctioneers.
Hongkong, May 12, 1920.



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As your baby grows happily from month to month he needs a changing food to keep him strong and contented. THE ALLENBURYS FOODS contain graduated proportions of the elements essential to your baby's brain and body development.

The Allenburys Foods
MILK FOOD No. 1 - From birth to 3 months
MILK FOOD No. 2 - From 3 to 6 months
MALTED FOOD No. 1 - From 6 months upwards
Obtainable of all Chemists.
ALLEN & HANBURY'S Ltd., London.



INTIMATIONS.

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING OF THE SEASON will be held at HAPPY VALLEY TO-MORROW (SATURDAY) the 15th instant, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.
Soldiers and Sailors in uniform Half Price.
The Committee invite the Ladies of Hongkong to be present.
Hongkong, May 8, 1920.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

SUBJECT to weather conditions the following dates have been fixed:—
Final Open Championship Singles, TUESDAY, 18th May.
Final Open Championship Doubles, THURSDAY, 20th May.
Challenge Round Open Championship Singles, TUESDAY, 25th May.

RESERVED SEATS may now be booked by Members and Subscribers in the Pavilion, except between the hours of 4.15 and 6.30 p.m.
The lists will remain open at the Pavilion until FRIDAY evening, 14th May, after that date they will be transferred to Messrs. MORTIMER & CO. PRICE \$1. each.
L. S. GREENHILL,
Hon. Secretary.
Hongkong, May 12, 1920.

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY GENERAL MEETING will be held at the Company's Offices, St. George's Buildings, on SATURDAY, 22nd May, 1920, at 11.30 a.m. for the purpose of presenting the Report of the Directors together with a Statement of Account to 29th February, 1920, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 22nd May, 1920, both days inclusive.
By Order of the Board of Directors.
GIBB, LIVINGSTON & CO.
Agents.
Hongkong, May 4, 1920.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 47th ORDINARY YEARLY MEETING of the Society will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on FRIDAY, 21st May, 1920, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 51st ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, on FRIDAY, 21st May, 1920, at 12.30 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

BRITISH TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the 54th ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Nos. 3 and 4, Queen's Buildings, Hongkong, on FRIDAY, 21st May, 1920, at 12.45 p.m., for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1919, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from 8th May to 21st May, both days inclusive.
By Order of the Board,
C. H. P. HAY,
Deputy General Manager.
Hongkong, May 4, 1920.

WANT ADVERTISEMENTS

35 WORDS 3 INSERTIONS, 41. PREPAID.
Each additional word 4 Cents for 3 insertions.

WANTED.

WANTED.—A stenographer typist for engineering firm. Good prospects. State previous experience and salary required.—Box 1190. c/o "China Mail."

WANTED.—To Purchase a setter or Pointer PUP (dog) apply 1183 c/o "China Mail."

TO LET.

TO LET.—Furnished "Ava House" May Road. Apply to—The Hongkong Land Investment & Agency Co., Ltd.

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TO LET.—A SHOP in Nathan Road, Kowloon. Apply to Humphreys Estate & Finance Co., Ltd., Alexandra Buildings.

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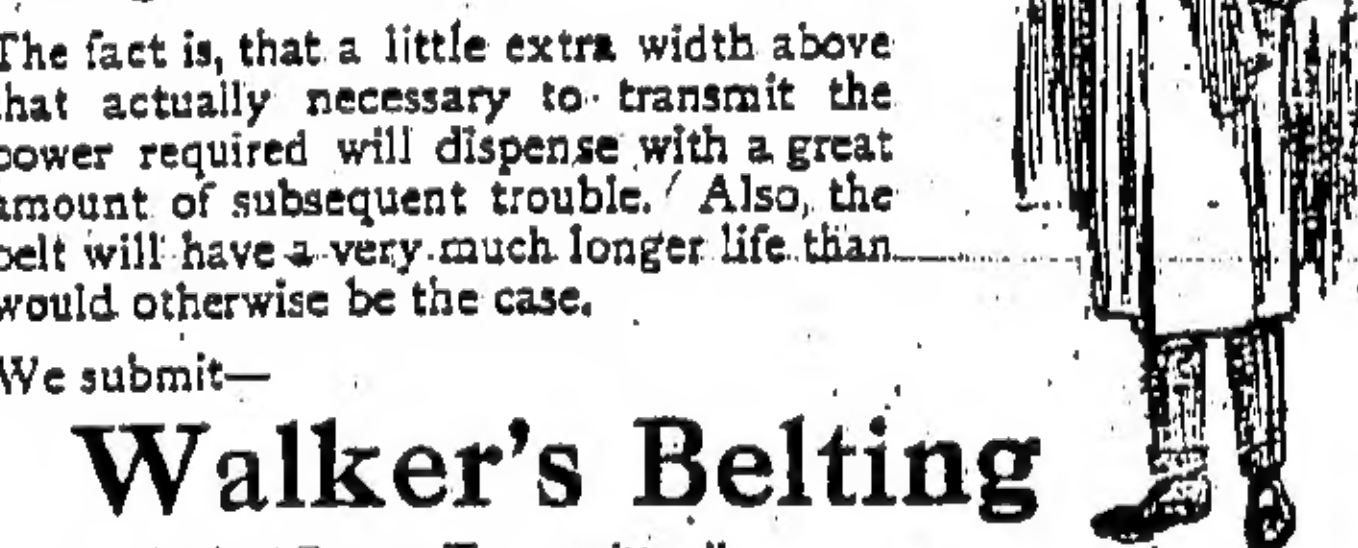
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A PAINT THAT ALWAYS GIVES SATISFACTION.
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We would introduce a note of warning with regard to the installation of Belting. We have found that the tendency in the minds of machinists almost invariably seems to be to stint the driving power and to exercise what we describe as a false economy in the first cost of both Belting and pulleys.
The fact is, that a little extra width above that actually necessary to transmit the power required will dispense with a great amount of subsequent trouble. Also, the belt will have a very much longer life than would otherwise be the case.
We submit—
Walker's Belting
as a reliable "Power Transmitter."



For over 95 years we have been engaged in the manufacture of Leather and of Leather Belting. The number of raw hides passing through our yards enables us to reserve for Belting purposes only the choicest selection.
The purchaser is assured that he is buying Leather which conforms to the quality required for his particular purpose.
Write for our Belting Booklet.
Wm. Walker & Sons, Ltd.,
Bolton, England.

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ORCHESTRAL CONCERTS during

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ST. JOHN'S CATHEDRAL

MONDAY

NEXT

ORGAN RECITAL
At 6 p.m.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP CO.

NOTICE TO CONSIGNEES.

S.S. "VENEZUELA"

From SAN FRANCISCO via HONOLULU, JAPAN PORTS, SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned ports consignees of cargo are hereby notified that their cargo will be landed at their risk into the Pacific Mail Steamship Company's godowns at West Point, and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports & Exports, Hongkong, before Bills of Lading can be countersigned.
All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on May 15th, at 10 a.m. and May 17th, at 10 a.m.
All claims must be presented within a week of the steamer's arrival here, after which they cannot be recognised. No claim will be admitted after the goods have left the godowns, and all goods remaining undelivered after May 17th will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

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Hongkong, May 10, 1920.

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Our present Models are original in style, yet neither
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They are particularly excellent in the smaller
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The pleasure of a visit is solicited by

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The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE"

HONGKONG, FRIDAY, MAY 14, 1920.

THE CONSORTIUM.

The *Shunten Shi Pao*, a Peking daily printed in the vernacular, and which is known to be guided by editorial comment by the Japanese Legation, has changed its tactics since the publication of Mr. Lamont's speech (reported in this issue of the *China Mail*), and has come out in favour of the new Consortium, to which it was previously opposed. That organ stated editorially:— "Mr. Lamont is an American financier of great standing and influence. His friendly attitude towards China, his wisdom and his honesty have excited our admiration. We hope sincerely that he will succeed in his mission and we pray for the successful organization of the new Consortium not only for his sake, but also for the sake of the future welfare of China."

At the same time, the editor of the Japanese daily, quoted above, in judging the attitude of the Chinese officials, financiers and industrial magnates toward Mr. Lamont seems to distrust their purposes and hints that their position is one of hypocrisy and deceit. Earnest hope is expressed, however, that the Chinese government will not disappoint Mr. Lamont and the interests of the great Powers whom he represents, and in whose behalf he is conducting his investigation.

When we consider the usual bitterness of Japanese toward anything and everything relating to China which has not first been referred to their government as the self-appointed guardian of the affairs of the Far East, this reversal of position may be taken as an indication that some of them are disconcerted at China's capacity for swallowing foreign loans, and that they are already regretting their loan of 9,000,000 yen made independently to the Peking government to forestall the revival of the consortium loan plan. They have seen this sum of 9,000,000 yen vanish over night, one might say, and with financial troubles in Japan to take care of, and the realization that "any measure support which they might be able to offer independently to the debt-ridden Peking government would only be a drop in the bucket, they now seem ready to abandon their former jealous

attitude toward the European Powers and America, and put a shoulder to the wheel as one unit, only, of a combination which will give a long pull and a strong pull to lift poor old China out of the slough of government graft and corruption in which the nation has fallen.

The *North-China Daily News*, in a leader dated May 5, announced that Mr. Lamont was leaving for home, and seems disappointed that no great results from his visit to China are immediately apparent. This tone of disappointment, however, is not justified when we consider that in his utterances while in China, Mr. Lamont repeatedly stated that he came to that country as the representative of the American group to bring their cordial expressions of good will, to explain their aims, and those of the proposed Consortium, and to bring back to America a thorough report as to conditions. One infers that he came here not as the ambassador bearing gifts, with plenary power, but as the investigator, whose recorded observations will be examined by the big international financial interests back of the movement, who will be the supreme court of judgment and appeal, and who will make the final great decision, whatever it may be.

Other Japanese comment sets forth that the Peking government is running behind to the extent of at least \$7,000,000 per month, representing the difference between the monthly expense, believed to be from \$12,500,000 to \$13,000,000, and the dependable revenue, estimated at from \$5,000,000 to \$5,500,000 per month. That the Peking government is in financial straits, with its officials and soldiery not paid for months, its notes depreciated in value, bills for material and supplies long overdue, and its own people demanding anywhere from 12 to 20 per cent. interest per annum on hypothecated gilt-edge government securities, is well known. That the Japanese eleventh hour loan of 9,000,000 yen came to Peking as manna, fallen from heaven, in an hour of deepest distress, and yet afforded merely a temporary relief, is equally well known.

Unless the new Consortium loan of \$5,000,000, or more, goes through, the present Peking government will be bankrupt in the course of two or three months. Two main considerations will affect the purposes and the decisions of the financiers who stand ready to assist China.—1. Will Japan come in wholeheartedly, abandoning its present policy inspired by narrow-minded political jealousy? 2. Will China play the game, abandoning

its present rotten, grafting, "squeeze pigskin" North against South, politics?

With these questions settled in the minds of the financial interests, and the Powers backing them, there will, undoubtedly, be prompt action taken to relieve China's present governmental monetary embarrassments, and to provide for that country's future, so that its own people will have confidence in unlocking their hidden hoards of wealth and patriotically loaning enough at low interest rates to enable the Shipping Giant of the Far East to carry on until fully awakened and stirring about on his own to provide for himself and his enormous family.

That the Japanese government itself has experienced a change of heart is evident from a cable, dated Washington May 10, which was published in yesterday's *China Mail*, stating that the State Department is informed that Japan has withdrawn all objections to the formation of the Consortium of Bankers to promote a loan to China; adding—"A Note has been prepared (by Japan) accepting the terms of Great Britain, America and France."

With the four stoutest nations in the world—Great Britain, America, France and Japan—financially backing China, that country will have an opportunity, unexampled in the history of any decadent nation, to land on its feet, politically as well as financially.

After the Consortium has done its part, WHAT WILL CHINA DO?

ADVERSARIA.

If we have been VOLUNTEER asked once we have ELECTIONS. been asked a dozen times—When are you going to show up the volunteer elections? Our answer was, of course, that when we heard of any thing needing exposure, we would expose it. What had happened? They were shy about telling us, preferred that we "get it from someone else."

Words. We haven't time to waste on digging out information from reluctant witnesses like a girl extracting wrinkles with a hatpin. At present, therefore, we are not in a position to kick anybody. We hear that all the government servants interested were handed type-written instructions how and for whom to vote? Is that true? Who was responsible? Would such instructions have a stronger influence than any ordinary election address? If so, they were improper. Was there a special rally of Government servants insisted upon to swamp the voting? In short, was anything done that we can reasonably object to? Until we are supplied with information our blood refuses to boil, we decline to get in a paddy, we will not do any cursing.

It is as we said. The long awaited adjustment of police pay does not seem to have met the needs of the situation. The men, those of lower rank at any rate, are not satisfied. They arranged to hold a meeting to discuss the matter. Because they had omitted to ask official permission to talk about their own affairs, that meeting was verboten. They formally applied for permission. It was given. The meeting will take place on Saturday. The men have said a good case that we hope they will do nothing hasty to spoil it, but be patient and do their best to satisfy every requirement of the Red Tape Department. After that the Government will be bound to do them justice.

The new scale as it SANITARY affects the civil servants of the Sanitary Department is a clear case of an "Irish rise." We published a few striking instances yesterday, showing definite decreases in the case of men of long service. This method of dealing with the emoluments of civil servants who happen to have no "pull" would be comical if it were not so unjust and mean. Just as a Corporation has no soul to be saved or bottom to be kicked, so in this matter there is presumably no individual who can be picked out for execution. The local panjandrum will refer us to the London panjandrum, and the London panjandrum will remark, musingly, "Hongkong? Hongkong? Now where did we hear that name before?" When we find a man getting \$49.91 less per month as the result of a long awaited "rise," we find a man whose gratitude will not make him lose any sleep.

The story still HARBOUR goes in Macao. goes in Macao. A Canadian firm of contractors is to make a real harbour for Macao, and that when big ships can call with both passengers and cargo, a large first-class hotel with casinos, roof garden, etc. may be built there. The Macanese are quite convinced that their scenery is more beautiful and their climate better than ours. As soon as they

have our harbour beaten, we are to be nowhere on the map. There is to be an eighteen million dollar harbour, and situated between Macao and Taipa, in waters incontestably Portuguese. That will settle a tedious controversy with China. The present interior harbour will be left to the sampans, and to the alighting up that must follow. Wharves would be built at Villa Leitoa or the Praya Grande. The progress of Macao is flowing like glue, and it is time Hongkong bucked up to meet the threatened competition, by improving its harbour, its climate, and its scenery. Our admiration for our officials has not hitherto occasioned remark, so perhaps we may say without appearing to gush that in this one respect Macao has not got us beaten. Not even a Canadian contractor, with all his skill and enterprise, can go far or fast with a Portuguese official hanging round his neck.

The other day we MANNERS. referred to the decay of good manners. A visitor suggests to us the desirability of pointing out that, contrary to apparently received Hongkong opinion, common civility is no bar to the conduct of business. He declares that in various business premises he has entered he has been received cavalierly, and we are not surprised. We had noticed it. The noblemen who condescend to act as clerks here do not perhaps mean to be offensive, but they certainly take no pains to be polite. We would be the last in the world to ask for servility, but between servility and rudeness there is an easy and a happy middle path, that of good manners. When a bank clerk deserts a client whose business he has begun to handle, in order to serve a better dressed one, (a case cited by this visitor) he is doing no good to the bank, no good to the reputation of Hongkong, and no good to himself. Moreover, he is liable to be "bawled out," and made to look as foolish as this one was; for the second client refused to take advantage of the clerk's snobbishness. The sour, mistrustful, brusque, arrogant demeanour of some of our embryo taipans may be modelled on the airs of the taipans in esse. We cannot say, if it is, it is a bad model, and should be discarded in favour of good manners, which cost nothing, and which sometimes actually pay dividends, like bread cast upon the water. In any case good manners make life pleasant to all round.

A Shanghai paper of KOLCHAK. May 5 prints another story of "How Kolchak Died," which does not square with General Janin's. It is from Col. John Ward, who appears to be a type of man who, after a week in Hongkong goes home to pose as an authority on China. It is true he had more than a week in parts of eastern Russia, but we think it will be conceded that General Janin was in a position to know more about it than Ward. Indeed, although he presumes to give a highly coloured account of the end of his good friend Kolchak, he admits that he does not know the exact facts. He accuses the Allies of deserting Kolchak. They should never have associated with such a criminal. He says that General Janin "surrendered this man to his enemies in the middle of the night." If we believe General Janin (and we do) that is a lie. Perhaps Ward can get away with charging the Allies with "absolute treachery." There are people who still seem to think he is a witness worth listening to. We don't. Especially when he describes the late Kolchak as a "clean souled Russian patriot." That is a contradiction in terms. The word "Russian" bars the rest of it. Not even Lenin and Trotsky are "clean souled," though they seem pretty decent fellows for Russians. Kolchak was a blood-thirsty Russian, who met a clean and easy finish, and the story we got from General Janin direct, and printed yesterday, has all the marks of history, whereas Ward's hot-air is mere spot-light hunting, as usual.

The British trade THESPAERS. propaganda association of our Chamber of Commerce, so ably being served by Mr. O. T. Breakpear, takes the name and title of "Publicity Bureau for South China." Lately things have been happening that make the regular publicity experts—the newspaper proprietors—look askance. Straws have been strewn about which suggest wind. An invitation to the newspaper profession from this Bureau. A new publication is now forwarded, for review, by this same Bureau. The Adversarian has been asked to make it plain to our Cantonese friends, and to the public generally, that the "Publicity Bureau for South China" has no connection with, or influence upon, regular newspaper publicity in that area. All communications intended for the newspapers, all applications for any form of newspaper publicity, should be addressed to the newspapers directly. They do not do business through this or any other bureau.

On his way to MR. LAMONT'S China, Mr. Lamont, the American financier interested in investigating the consortium problem, shocked two callow Britishers on the boat by appearing at dinner in a Tuxedo (dinner jacket) in combination with a double collar and black tie. It was the double collar that upset them, and they made some noise about about it. They expressed the opinion that a man in his position ought to know better, and that it proved he could not be a well-informed person. Other American passengers (not, of course Mr. Lamont) resented this, and there were bitter recriminations. This sort of thing is what makes travelling Britishers so deservedly popular all over the world. In the first place, no gentleman would remark at all another's idiosyncrasy, eccentricity, or error of dress. In the second place, what may be English conventions and fashions have no binding effect on foreigners. Our "good form" may be bad for other people. And in the third place, it was utter rubbish anyway. So long as Mr. Lamont's collar was clean, what had they to kick about? We wish we had been aboard. We should certainly have done our best to make those two censors miserable, by pointing out their peculiarities.

Inspector Earner this morning charged a Chinese, a Shaokuan shopkeeper, with the unlawful possession of a false scale. The defendant pleaded "guilty." The Inspector said the scale was correct but for the spring of cash the defendant had attached to it. This has the effect of obscuring the balance of the scale against the buyer. A fine of \$10 or two weeks' hard labour was the sentence passed.

A Chinese was this morning brought before Mr. R. O. Hutchinson, at the Magistracy, charged, at the instance of Sergeant Kelly, with house-breaking at No. 20, Yee Woo Street, Wan-chai, and theft of property valued at \$5.45. The Sergeant said that Inspector Kent, who was in charge of the case, was not prepared to go on, and had instructed him to apply for a short remand. His Worship fixed Tuesday for the hearing of the case.

Sergeant Kelly this morning charged a Chinese with unlawfully returning to the Colony after he had been banished for a period of ten years on the 1st January, last year. The defendant said his trade was that of a raton worker. He has employment in Hongkong, and his employer was prepared to guarantee his good behaviour. He wanted a chance to make good, that was why he came to Hongkong. His Worship said that did not alter the fact that he had disobeyed the banishment order. Sentence of six months' hard labour was passed.

Inspector Cayll this morning charged a Chinese youth with the theft of a small ornament, valued at 50 cents, from the cap of an infant at Mongkok yesterday. The defendant admitted the offence and said he had nothing to say for himself. The Inspector said that another boy saw the defendant cut the ornament with a pen knife, and gave the alarm. He was caught by a Chinese constable, and the ornament (produced) was found in his right hand. In his pocket was found an open pen knife. The boy told him (the Inspector) at the station that he stole the thing to help his crippled father, who was unable to work. The Inspector said he believed the boy's story about the crippled father, but his mother was capable of working. He had instructed her this morning to attend Court, but she had failed to do so. His Worship said he did not intend to sentence the defendant to a long term of imprisonment. The Inspector said that seeing it was the defendant's first offence, he did not propose to press the charge. Six strokes with a rattan, and forty-eight hours' detention.

A PARENT'S DUTY.

YOUR boy is always getting scratched or cut or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You see nothing better, and blood poisoning is too dangerous a disease to risk. For sale by all Chemists and Storekeepers.

CIVIL SERVICE SALARIES.

EDUCATION.

In the Education Department, Mr. Ralph receives a non-pensionable allowance of \$50, personal to himself as supervisor of the Technical Institute.

Masters of Class 1, from \$650 to \$750 by \$25 annually. Class 1 consists seven posts Messrs. Bird, Crook, Beck, de Martin, Morris and Sutherland are placed in Class 1. One post is left vacant for the time being.

Masters of Class II from \$400 to \$600, by \$10 annually. The rate of salary to be drawn from 1st January, 1920, is as follows, and future increments will date accordingly—\$750 for Messrs. Bird, Crook, Beck and de Martin, \$725 for Mr. Morris, \$675 for Mr. Sutherland, \$600 for Mr. de Rome, \$580 for Mr. Brawn, \$560 for Mr. Cavalier, \$540 for Mr. Kay, \$520 for Messrs. Ralston, Foster, Edwards, and Hamilton; \$500 for Messrs. Handyside, Nightingale and Fletcher, \$480 for Messrs. Law and Mycock, and \$440 for Mr. Upsdell.

GOLF.

PROFESSIONAL PAIRS ENTRIES.

The draw has now been made in the Professional Pairs competition of the Royal Hongkong Golf Club, due to be played at Happy Valley. The first two rounds must be completed on or before 7th June, the next two in the following fortnight, the semi-final the following week, and the final on or before July 5. Forty-two couples have entered, giving ten games in the first round and sixteen in the Second.

The following is the draw in the first round.

W. D. Kraft and E. T. Singer (26) v. E. Newhouse and A. B. Purves (23).
W. Taylor, and H. M. Edwards (15) v. P. V. Kilgour and F. W. Vining (23).
G. M. Young, and E. V. D. Parr (23) v. A. L. Burnie, and P. E. de Paravicini (12).
R. Henderson and J. Rodger, Jr. (18) v. J. W. Taylor and R. Hancock (21).
H. H. Gompertz and J. R. Wood (31) v. W. J. Morrison and R. G. Camidge (19).
W. G. Brown and F. Souter (20) v. T. W. Hill and K. S. Morrison (8).
R. M. Smith and C. A. Peel (11) v. P. S. Harrison and J. W. Alabaster (13).
C. E. H. Beavis and E. J. Grist (11) v. L. M. Whyte and A. G. Coppin (35).
A. M. D. Wallace and R. D. Cromartie (24) v. P. H. Holyoak and J. Owen Hughes (28).
H. West and E. B. Lambert (34) v. D. de B. Newcomb and D. Reid (35).

SECOND ROUND.

The following couples are drawn together in the second, together with the winning couples in the first:—
G. W. Sewell and G. H. Wilson (34) v. N. Harper and T. W. Doyle (27).
C. L. Hickling and H. G. Bagnall (12) v. W. S. Brown and J. Hooper (26).
D. McLaren and A. K. Henderson (20) v. G. E. Stewart and F. A. Dinsdale (32).
F. Maitland and L. S. Greenhill (25) v. R. Bruce and A. C. Leith (15).
E. Grimbale and P. J. Falconer (28) v. A. G. M. Fletcher and E. R. Hallifax (32).
G. S. Archbutt and R. A. Brand (4) v. Winner of Kraft and Singer v. Newhouse and Purves.
Winner of West and Lambert v. Newcomb and Reid v. W. G. Goggin and J. Stalker (33).
J. C. Fletcher and F. J. De Rome (16) v. W. C. Naby and F. Lobel (26).
C. W. Jeffries and B. D. Evans (30) v. J. Rodger and G. M. Shaw (24).
A. H. Hollingsworth and R. E. O. Bird (34) v. R. O. Hutchinson and N. L. Smith (7).
T. H. King and P. P. J. Wodehouse (30) v. A. D. Humphreys and T. R. Chassels (30).
J. L. R. Archer and K. A. M. Tammy (22) v. J. Johnstone and L. N. Lafe (17).

Handicap of the difference between the respective Handicaps as stated above; 3 stroke or over to count as one. Should any Tie remain unplayed on due date the second named couple in the match passes into the next round.

LEAGUE TENNIS.

The following will represent C.R.C. to play their Tennis League Match against Hongkong Cricket Club, on Saturday, 15th May, at 4 p.m. on C.R.C. Ground, Causeway Bay.—M. E. Lo and Wong Po Keung, M. K. Lo and M. W. Lo.

We understand that Lieut. Col. W. N. Nicholson, C.M.G., D.S.O., Suffolk Regt., will shortly arrive on the s.s. "Delta" to take over the duties of D.A.A. and Q.M.G. at Headquarters. Colonel Nicholson has an interesting war record, being in possession of the Queen's medal with 3 clasps, and the King's medal with 2 clasps for the South African campaign. In addition to being awarded the Brevet rank of Lieut. Colonel, the C.M.G., and the D.S.O. for his services during the War 1914-18, he was mentioned in dispatches on six occasions.

AIR LIGHTHOUSES.

SELF-ACTING MECHANISM.

It has long been realised, writes an aeronautical correspondent in *The Times*, that efficient ground organisation will have to be one of the conditions of successful commercial aviation; and as night-flying may be expected to be as common as flight by day when the aeroplane takes its place in the general scheme of the world's system of transport, a large part of that ground organisation will be concerned with the facilitation of flying in the dark, and particularly of landing. Aerodromes and routes will be illuminated and made recognisable for the airman's harbours and channels are for mariners, and the Lighthouses will become as familiar a feature of the landscape inland as it is on the coast. Up to the present almost all our experience of night flying is concerned with active service, and pilots in landing at night were usually assisted during the war by ground flares. The inland Lighthouse, when it was used, was a very primitive affair. Night flying in these days of peace hardly exists, and there are at present but two aeronautical Lighthouses in Britain, one at Waddon (Surrey) and one at Hounslow. The latter was built by the Gas Accumulator Company, of Brentford, and is in reality a fourth-order marine Lighthouse. Experience has shown that even a Lighthouse of this type, which through each of the four faces of the lens produces a beam of about 70,000 candle-power is not sufficiently brilliant, save in an isolated position, to serve its purpose. This particular light flashes once in five seconds, a characteristic sufficient to make it distinguishable at low altitudes from all other lights in the neighbourhood. But at say, 12,000 feet, the beam and regulated flash of even such a powerful light as this may be distinguished—where there are towers near the aerodrome—from such lamps as those in streets, at railway stations, and big shops only with much difficulty; and the makers of the Lighthouse at Hounslow are at present designing a new lantern to throw a lateral and upward beam of far greater intensity and brilliance than any produced up to the present even in a marine Lighthouse.

HOW THE LIGHT IS WORKED. The word "Lighthouse" inevitably suggests a tapering structure of brick or stone, an elegant tower of masonry, tapering towards the lantern at its summit. The aeronautical Lighthouse at Hounslow is nothing of the sort. It is a squat building, of corrugated iron, some 20 ft. high, with a glass roof. But the mechanism that produces the light and that automatically turns it on at dusk and turns it off at dawn is as remarkable as that on any headland or lightsight round the coast. The Lighthouse, in fact, lights itself and fits with a new gas mantle when that in use is broken and the mechanism that effects the rotation of the light is worked by the gas on its way to be burned in the lantern.

This is acetylene gas stored in solid drawn steel cylinders containing a porous mass of asbestos treated with cement or charcoal and saturated with acetone. The explosive quality of the gas is thus removed, and the cylinders are filled normally at a pressure of 10 atmospheres. The gas passes from the cylinder to a chamber fitted with a rubber mushroom relief valve. Its expansion lifts the mushroom head, which in its upward movement conveys by means of a cantilever power to the mechanism that produces the rotation of the lantern. By regulating the amount of gas that escapes from the chamber to the burner with each raising of the valve the length of the flash is controlled.

The gas mantle is made of refined silk and held in position in the gas jet by a steel arm controlled by a spring locked by a wooden bolt. When the mantle breaks, the flame—as in the case of the ordinary household incandescent gas burner—is elongated. It comes at once into contact with the wooden bolt which is turned through. By this means the spring is immediately released, the steel arm with the broken mantle is carried clear of the frame and a new one takes its place. It is possible to fit a dozen spare mantles in a single lantern, so that with a sufficient supply of acetylene gas the Lighthouse will be self-supporting for a year, at least.

On the top of the lantern is a small glass case that to a South Sea islander might well appear to contain the secrets of black magic. In reality it contains a sunvalve. This consists of three gilded rods surrounding a fourth coated with lamp-black. All are of metal. The light absorbed by these metal rods generates heat, which in turn causes expansion. In expanding the black rod impinges on a small lever that, in moving, closes a valve. By closing this valve the gas supply is cut off, and the light goes out. A by-pass is kept burning continuously and at dusk the waning light produces contraction in the rods, the consequent opening of the valve and release of the gas, which immediately ignites when it reaches the by-pass and so produces incandescence in the mantle.

Two new Lighthouses are being built for the "WALLA-WALLA" fleet. "Phone No. 3515."

COMPANY REPORTS.

HONGKONG ELECTRIC COMPANY LIMITED.

The Report of the Board of Directors to the Thirty-first Ordinary yearly meeting of shareholders, to be held on May 22, reads:—Your directors have the pleasure to submit the accompanying statement of the company's accounts for the year ending 29th February, 1920.

The balance at credit of profit and loss account available for appropriation, after allowing for depreciation is \$337,574.08, and your directors recommend that this be disposed of as follows:—

To pay a dividend of	
\$2.25 per share on 60,000 shares	\$ 135,000.00
To pay a bonus of 75 cents per share	45,000.00
To pay a bonus to staff	22,323.97
To carry forward to next Account	135,250.11
	\$ 337,574.08

Directors.—Mr. S. H. Dodwell having resigned on leaving the Colony, Mr. G. M. Dodwell was invited to fill the vacancy. This appointment requires the confirmation of Shareholders.

The Hon. Mr. Lau Chu Pak has joined the Board, and this now requires the confirmation of Shareholders.

In accordance with the Articles of Association Hon. Sir C. P. Chater, C.M.G. and Hon. Mr. J. Johnston retire, but being eligible, offer themselves for re-election.

Auditors.—The Accounts have been audited by Mr. C. Bernard Brown, A.C.A. who retires, but offers himself for re-election.

A. O. LANG,
Chairman.

Hongkong, 5th May, 1920.

BALANCE SHEET.

LIABILITIES.	
Capital Authorized and issued	
60,000 Shares each \$10 fully paid up	\$ 600,000.00
Reserve Account	600,000.00
Sundry Creditors	690,477.28
Dividends unclaimed	17,054.78
Profit and Loss Account	
Undivided Profit as per last account	\$ 126,956.31
Net Profit for the year ending February 29, 1920	210,617.77
	\$ 337,574.08
	\$2,245,106.14
ASSETS.	
Land, as per last account	\$ 317,536.00
Expenditure during year	95,493.83
	\$ 413,029.83
Buildings, as per last account less depreciation	464,098.08
1918-1919	91,834.45
Expenditure during year	555,932.53
Less depreciation for current year	16,263.99
	\$ 539,668.54
Plant, North Point and Wanchai as per last account less depreciation 1918-1919	361,243.11
Expenditure during year	337,579.39
	\$ 698,822.50
Less depreciation for current year	138,501.25
	\$ 560,321.24
Mains, as per last account less depreciation	334,334.97
1918-1919	12,028.04
Expenditure during year	\$ 346,363.01
Less depreciation for current year	54,566.02
	\$ 291,796.99
Substation Equipment, as per last account less depreciation 1918-1919	12,755.59
Expenditure during year	\$ 133,639.56
Less depreciation for current year	16,932.72
	\$ 116,706.84
Furniture, as per last account less depreciation	500.00
1918-1919	4,880.06
Expenditure during year	\$ 5,380.06
Less depreciation for current year	3,000.00
	\$ 2,380.06
Motor Car, cost	\$ 2,003.00
Less depreciation for current year	700.00
	\$ 1,303.00
Tools, &c., Stock of	5,384.08
Installation Material, Stock of	78,725.18
Stores and Coal, Stock of	28,252.19
Insurance, Value of unexpired portions of Policies	6,500.00
Sundry Debtors	197,914.25
Cash with Agents	3,123.93
	\$2,245,106.14

PROFIT AND LOSS ACCOUNT.

Dr.	
To Agency and Office Expenses	\$ 18,000.00
Rent and Taxes	19,088.09
Insurance	13,196.45
Directors' Fees	3,000.00
Auditors' Fees	600.00
Bad Debts	4,370.79
Less Amounts written off previous year recovered	2,032.81
	2,237.98
Interest	29,800.00
Depreciation	229,963.99
Net Profit	210,617.77
	\$526,604.28
Cr.	
By Net Profit on working	\$526,537.03
Scrap and Transfer Fees	67.25
	\$526,604.28

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The report for presentation to the shareholders at the forty-seventh ordinary meeting on May 21 says:—

The Board has now to lay before the Shareholders a Balance Sheet containing a summary of the property and liabilities of the Society on December 31, 1919, and a statement of Working Accounts.

1918 Account.—After payment of the interim dividend of \$30 per share and the bonus of 20 per cent to contributors passed at the last annual meeting there remains a balance of \$591,062.610 as per annexed statement. The Board recommends that this sum be appropriated as follows:—

A final dividend to shareholders of 16/- per share on 98,500 shares	\$ 78,800 0 0
A bonus dividend to shareholders of 20/- per share on 98,500 shares	98,500 0 0
An addition to the Reinsurance Fund	150,000 0 0
An addition to the Building Reserve Fund	30,000 0 0
An addition to Equalization of Dividend Fund	50,000 0 0
To be carried forward to Underwriting Suspense Account to close the account for the year 1918	283,762 6 10
	\$591,062 6 10

1919 Account.—The Balance of Working Account on the 31st December, 1919, was \$926,829 18 0, as per annexed statement.

The Board recommends that an interim dividend of 24/- per share be paid to shareholders, absorbing \$118,200 and that a bonus of 20% be paid to contributors, absorbing about \$50,000, and that the remainder be carried forward.

Directors.—Since the last General Meeting Mr. S. H. Dodwell and Mr. R. Ross Thomson have resigned their seats on leaving the Colony and Mr. G. M. Dodwell of Messrs. Dodwell & Co., Ltd. and Mr. G. T. Edkins of Messrs. Butterfield & Swire have joined the Board.

In accordance with Clause 80 of the Articles of Association the Hon. Mr. P. E. Holyoak and Mr. W. L. Pattenden retire, but offer themselves for re-election.

Auditors.—The Hon. Mr. A. R. Lowe and Mr. C. Bernard Brown retire, but offer themselves for re-election.

JOHN A. PLUMMER,
Chairman.

Hongkong, May 12, 1920.

WORKING ACCOUNT, 1918.

ON DECEMBER 31, 1919.

To Net Premium	£ 1,516,443 17 0
Interest	252,463 4 5
	£ 1,768,907 1 5

CR.

By Agency Commissions	£ 75,965 7 8
Head Office, Branches and Agency Charges	149,590 15 10
Remuneration to Directors, Committees and Auditors	6,140 19 4
Losses and Claims paid	728,895 16 11
	£ 960,592 19 9

Bonus of 20 per cent paid to Contributors	31,376 14 10
Interim Dividend of \$30 per Share at 3/6 7/16	85,875 0 0
Balance	691,062 6 10
	£ 1,768,907 1 5

WORKING ACCOUNT, 1919.

ON 31ST DECEMBER, 1919.

To Net Premium	£ 1,609,640 7 11
Interest	202,790 15 9
	£ 1,812,431 3 8

By Agency Commissions	£ 140,672 2 2
Head Office, Branches and Agency Charges	137,475 13 2
Remuneration to Directors, Committees and Auditors	6,017 5 10
Losses and Claims paid	551,435 4 6
Balance	926,829 18 0
	£ 1,812,431 3 8

BALANCE SHEET.

To Authorized Capital 200,000 Shares of £10 each	£2,000,000
Subscribed Capital 98,500 Shares of £10 each upon which £4 per Share called and paid up	394,000 0 0
Reserve Fund—	
Silver	\$3,000,000.00
Sterling	731,250 0 0
Building Reserve Fund	195,000 0 0
Reinsurance Fund	50,000 0 0
Equalization of Dividend Fund	1,960,555 1 4
Underwriting Suspense Account	50,000 0 0
Exchange Fluctuation Account	151,060 10 10
Investment Fluctuation Account	29,615 17 10
Working Account 1918 Balance	304,284 6 6
Working Account 1919 Balance	691,062 6 10
Sundry Creditors	926,829 18 0
	£ 6,200,010 8 8

Hongkong, 12th May, 1920.

By Cash with Bankers on Current and Deposit Accounts—	
Silver	175,231 2 3
Gold	682,129 6 4
By Investments in Silver Securities	841,995 9 8
By Investments in Gold Securities	
British	\$2,355,161.15 2
Foreign	\$875,372.9 10
By Sundry Debtors including Branch & Agency Balances—	
Silver	205,391 8 5
Gold	787,297 14 6
By Mortgages—Silver	227,555 19 4
By Leasehold Property	49,875 3 2
	£ 6,200,010 8 8

JOHN A. PLUMMER, } Directors.
P. H. HOLYOAK, }
C. H. P. HAY,
Deputy General Manager.

BRITISH TRADERS INSURANCE COMPANY, LIMITED.

The report for presentation to the shareholders at the fifty-fourth ordinary meeting to be held on May 21, says:—

The Board has now to lay before the Shareholders a Balance Sheet containing a summary of the property and liabilities of the Company on December 31, 1919, and a statement of Accounts to the same date.

(Continued on Page 10.)

TO-DAY'S NEW ADVERTISEMENTS.

WANTED.

FIRST GRADE SCHOOLMASTER, maximum attained, would like to hear of an opening in the Colony, with prospects of a living wage after 20 years' service. Excellent qualifications and experience in his own profession. Apply Box No. 1194, c/o "China Mail."

WANTED.

SECOND GRADE SCHOOLMASTER, no prospects, desires to be adopted. Only bona fide offers considered. Apply Box No. 1195, c/o "China Mail."

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels, and should receive the most careful attention. As soon as any unnatural looseness of the bowels is noticed Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by all Chemists and Storekeepers.

BARRIE'S BEGINNING.

The story of the beginning of the career of Sir James Barrie in England is told by Mr. H. G. Hibbert, who was a colleague of his on the staff of the *Nottingham Daily Journal*, in his book "Fifty Years of a Londoner's Life."

There was a diffident knocking at the door of the *Nottingham Daily Journal*, on a Sunday night. On the dark landing, atop of a broken staircase, stood a small, delicate youth, unmistakable from Scotland.

"My name is Barrie. I am the new leader-writer."

"He proceeded to explain that he was 'awfully tired' after the long journey from Edinburgh. He had taken the precaution of writing in the train a leading article which he hoped would satisfy the occasion. And he would like to go home to bed. The leading article was written in pencil, on both sides of the two fly-leaves, yellow glazed, of a pocket edition of Horace. The writing was minute and regular and most legible—apparently. Actually, it was the tunic record of a Scottish drawl, softly extended, and sweetly unintelligible. Barrie's association with the oldest provincial daily paper, thus begun, extended over two years, and was terminated, it may be because of the ultrafantastic quality of the contribution of 'The Little Minister.' It may be because he asked for an increase of salary at a moment when gaiety as to the commercial worth in Nottingham, and sanity of his humour had become acute.

Barrie first asked three pounds a week in response to an advertisement. "Hm, yes," said the senior proprietor. "We pay monthly. That will be twelve pounds a month. Barrie, I got to know, was a spendthrift in generosity of certain kinds. But the ingenious reduction of three pounds per week to two pounds seventeen and fourpence first perplexed and then eternally angered him.

Barrie's contract for say twelve pounds a month was to supply two columns of literary matter per day. One was to consist of a leading article, as to which general, but never particular, instructions were given, in an eight-page letter from the senior proprietor. Barrie often remarked that he had managed to decipher everything but the religion of the worthy man."

THE JOYS OF PROHIBITION.

Americans, deprived of liquor, have taken to eating quantities of sweets. There is a sound physiological reason for this. The body, deprived of its customary drug, whether it be alcohol or tobacco, craves for a substitute and is afflicted by malaise all it secures one. But this little truth has also its social and commercial side. Unquestionably much of the money which normally is spent on liquor would under prohibition be devoted to other commodities, and, by inference, those who have other commodities to sell might reasonably hope to benefit by prohibition or by a system of local option. As soon as this fact is thoroughly grasped in England there will be a great accession to the ranks of those who advocate either of those systems. It has already been found in this country, when a plebiscite was held on the estates of a private trust to discover whether the tenants did or did not desire the admission of liquor licences, that the small tradesman was sufficiently wide awake to be a local prohibitionist, and it will be astonishing if a similar phenomenon does not play an important part on the Scottish local option pollings that are to take place later in this year. Meanwhile those fortunate enough to be deprived of alcohol may be envied their discovery of sweets. Like St. Augustine and Tolstoy, who enjoyed the pleasures successively of sin and holiness, they have the best of both worlds. The poor teetotaler, alas! has nothing better to look forward to than the cloying satisfaction of eating more sweets and yet more, which, physiologically, may not be good for him.—*Manchester Guardian*.

NOTICES.

"JUST TO HAND"

REGULATION
BASKET BALLSREGULATION
VOLLEY BALLSREGULATION
BASE BALLS

FOR

OUTDOOR

AND

INDOOR USE

PUNCH BALLS

ETC.

SPECIAL TERMS



CLUBS, COLLEGES and THE SERVICES.

LANE, CRAWFORD & CO.

COLUMBIA

DANCE RECORDS.

A-2839	Hindustani Meow	Fox Trot Violin & Piano One Step
A-2297	Indiana	Jazz Band
A-2327	Darktown Strutters Ball	Fox Trot
A-2327	Beale Street	Princes Orchestra
A-5919	Lily of the Valley	One Step
A-5919	Broken Doll	Fox Trot Princes Band
A-5919	Biltmore Waltz	

THE ANDERSON MUSIC CO., LTD.

15, DES VŒUX ROAD.

TEL. 1834.

NOTICE OF REMOVAL.

We have this day REMOVED our GARAGE to No. 161, Des Vœux Road Central, (next to Sincere Co., Ltd.)

BREEZY GARAGE,
Phone 2499.

Hongkong, April 8th, 1920.

FANCY

BATHING CAPS

Various Styles at Low Prices.

COLONIAL DISPENSARY.

14, Queen's Road Central.

Telephone No. 1877.

TANSAN

What is TANSAN? Why! The famous Japanese Natural Mineral Water.

"THE CHOICEST OF ALL CHOICE WATERS"

TANSAN is a NATURAL TONIC.
TANSAN is a DELICIOUS DRINK.
TANSAN is ABSOLUTELY PURE.
TANSAN is an AID TO DIGESTION.
TANSAN does NOT LOWER THE SYSTEM.
TANSAN is a PICK ME UP.
TANSAN has NO EQUAL.
TANSAN is FREE FROM BACTERIA.

If you have never tried TANSAN do so AT ONCE. Taste it alone, mix it with your WHISKY, try it with MILK, and remember you are drinking

"The Choicest of all Choice Waters."

TANSAN

Beware of spurious imitations which are unpalatable and dangerous.

See that the label bears the name of

J. CLIFFORD-WILKINSON.

Tansan can be obtained at all 1st Class Hotels in the Far East. Awarded Gold Medal at Anglo-Japanese Exhibition.

SOLE AGENTS:—

GANDE, PRICE & COMPANY, LTD.

Tel. No. 125.

8, QUEEN'S ROAD, CENTRAL.

SHIPPING

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG-MACAO LINE.

SAILINGS—

To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)
From Macao daily at 8.30 a.m. and 5 p.m. (Sundays at 6 p.m.)Police Permits to leave the Colony are not required.
Further information may be obtained at the Company's Office, Hotel Mansions, or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.
FOR NEW YORK via Panama Canal.

S.S. "BOLTON CASTLE"

Sailing about end of May.

LLOYD TRIESTINO

FOR BRINDISI, VENICE & TRIESTE

S.S. "AFRICA"

Sailing about 31st May.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between

JAPAN, HONGKONG & JAVA

FOR JAPAN.

S.S. "SAMARANG MARU"

Sailing on or about 9th June.

OCEAN TRANSPORT Co., Ltd.

(TAIYO KAIYUN KAISHA)

Steamship Services Trans-Pacific.

Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICAN
PORTS with transshipment at CALCUTTA.
in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
IND APAR LINE.For Freight & Passage on any of the above Lines apply to—
DODWELL & CO., LTD., Agents.

IRON AND STEEL PRODUCTS

BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1880). SINGON & CO. (TELEPHONE 516).

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

HAYRE MARU (Call Marseilles).....Wednesday, 30th June.

HIMALAYA MARU.....Middle of July.

BUENOS AIRES—Rio de Janeiro, Santos, Montevideo, Luanan and

Call Singapore via Singapore.....Friday, 28th May.

SEATTLE MARU.....Sunday, 4th July.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

SIAM MARU.....Saturday, 15th May.

LUZON MARU.....Sunday, 23rd May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly

UNNAN MARU.....Tuesday, 1st June.

SYDNEY & MELBOURNE—Monthly service taking cargo to

New Zealand and Pacific Islands.

MITSUKI MARU.....Monday, 7th June.

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Regular fortnightly service touching at immediate ports in

Japan and taking cargo Overland points U.S. in connection

with Chicago MILWAUKEE & ST. PAUL RAILWAY.

AFRICA MARU.....Wednesday, 26th May.

CHICAGO MARU (Call Manila).....Saturday, 5th June.

NEW YORK—Regular monthly service via Japan ports, San Francisco,

Panama and Cuban Ports.

ALASKA MARU.....Monday, 24th May.

JAPAN PORTS—Mojito, Kobe, Yokohama, Yokohama.

MADRAS MARU (Call Kobe & Yama).....Wednesday, 26th May.

KEELUNG via SWATOW & AMOY—These steamers have

excellent accommodation for 1st and 2nd class saloon passen-

gers and will arrive at and depart from the O.S.K. wharf

near the Harbour Office.

KAIJO MARU.....Sunday, 16th May.

TAKAO via SWATOW and AMOY.

SOSHU MARU.....Monday, 14th June.

SHISEN MARU.....Monday, 14th June.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA & AUSTRALIA S. S. CO. LTD.

For MELBOURNE & SYDNEY, via MANILA.
SANDAKAN & QUEENSLAND PORTS."HWAH PING".....Sailing on or about.....June 21st.
"VICTORIA".....Sailing on or about.....July 2nd.
(*Calling at Port Darwin).

For Passage and Freight apply to—

THE CHINA & AUSTRALIA S. S. CO. LTD.

113 "onslaught Road Central. Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR STRAITS TO RAIL

SHANGHAI & TSINGTAO.....May 15, at 4 p.m.
WHEATLAND, CROSBY & TOWNSHIP.....May 15, at 4 p.m.
HONGKONG, PARETH & HAIPOHONG.....May 16, at 9 a.m.

SWATOW & SINGAPORE.....May 16, at 10 a.m.

SAMARANG, SOERABAYA & TAIKOO WAN YI.....May 17, at 3 p.m.

PANARUAN.....May 17, at 3 p.m.

SWATOW & BANGKOK.....May 18, at 10 a.m.

AMOI, SHANGHAI AND FUKOW.....May 18, at 3 p.m.

SHANGHAI.....May 19, at Noon.

MANILA, CEBU & HONGKONG.....May 20, at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent

Saloon accommodation, amplitudes, Electric Light and Fans in Saloon and

State-rooms. Regular schedule service between Canton, Hongkong, Shanghai

(twice weekly) and Tsingtao (weekly), taking cargo on through Bills of Lading

to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,

avoiding the inconvenience of transshipment at Wooming.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 28.

THE ADMIRAL LINE

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe).

"EDMORE".....About May 18th.

"CROSBY".....About June 10th.

"IONIAN".....About June 22nd.

"WHEATLAND MONTANA".....About July 19th.

For PORTLAND Direct.

(Calling at Shanghai and Kobe).

"MONTAGUE".....About June 15th.

"WABAN".....About June 23rd.

"ABERCOSS".....About July 10th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE,

Telephones 2477 & 2478. Fifth Floor, Hotel Mansions.

SERVICE TO UNITED STATES

NEW YORK and/or BOSTON.

Via Panama

S.S. "DRYDEN" Sails about May 25th

S.S. "WYTHEVILLE" Sails about June 29th

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.

THE ADMIRAL LINE,

TELEPHONES 2477 & 2478. AGENTS. 5TH FLOOR HOTEL MANSIONS.

LOS ANGELES PACIFIC NAVIGATION COMPANY.

"TRANS-PACIFIC FREIGHT SERVICE."

HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

DUE INWARDS ABOUT SAILING FOR LOS ANGELES ABOUT

S.S. VINIA.....May 25. S.S. VINIA.....May 27.

S.S. WEST HIXON June 10. S.S. WEST HIXON June 12.

S.S. WEST MONTOP July 10. S.S. WEST MONTOP July 12.

Through Bills of Lading to all U.S. and Canadian Overland Points.

no Transshipment on route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE—LOS ANGELES, CALIF.

BRANCH OFFICES—Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE—Prince's Buildings, Charter Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1092.

TOYO KISEN KAISHA

SAN FRANCISCO LINE.

SHANGHAI, HANKOW, SINGAPORE, YOKOHAMA, HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers TONS Leave Hongkong.

TENYO MARU.....21,000.....27th May.

SHIBURA MARU.....20,000.....13th June.

SHUNYO MARU.....20,000.....17th June.

*FUKUEI MARU.....20,000.....22nd July.

KOREA MARU.....20,000.....14th July.

*From Kobe. *Omitting call at Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SANTIAGO, BALBOA,

SANTO DOMINGO, ARICA and IQUIQUE.

Thence by Trans-Andes Route to Buenos Aires.

Steamers TONS Leave Hongkong:

KIYO MARU.....17,800.....July 12th.

AMYO MARU.....18,500.....Sept. 9th.

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS via San Francisco,

Balboa and the Panama Canal.

Steamers Leave Hongkong.

CHOYO MARU.....May 24th.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER, King's Building.

Telephone 2375 and 23.

SHIPPING

C. P. S.

SAILINGS

HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (*Mojito), Kobe & Yokohama)

STEAMERS From Due

Empress of Japan.....May 26.....June 16

Empress of Asia.....June 3.....June 21

Monteagle.....June 8.....July 3

Empress of Russia.....July 1.....July 19

Empress of Japan.....July 20.....Aug. 10

Empress of Asia.....July 29.....Aug. 18

Monteagle.....Aug. 12.....Sept. 5

Empress of Russia.....Aug. 20.....Sept. 13

Empress of Asia.....Sept. 14.....Oct. 5

Empress of Japan.....Oct. 21.....Nov. 8

Empress of Russia.....Oct. 28.....Nov. 19

Monteagle.....Nov. 9.....Nov. 30

Empress of Asia.....Nov. 18.....Dec. 6

Empress of Russia.....Dec. 16.....Jan. 3

Passage Fare Hongkong to United Kingdom.

Empress of Japan.....Gold 6,000 Tons Reg. Gold

Empress of Asia.....\$803 MONTAGUE \$835

Empress of Japan.....16,800 Tons Reg. 6,185 Tons Reg.

Fares & sailings subject to change without notice.

For Fares and other information please apply to

Telephone No. HONGKONG OFFICE. Cable address: GACANPAC.

CANADIAN PACIFIC

OCEAN SERVICES

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (15,000 tons). "NILE" (11,000 tons). "OHINA" (10,200 tons).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" "NILE" "OHINA"

June 2nd 1920. June 16th 1920. May 23rd 1920.

AN UNRIVALLED HIGH CLASS PASSENGER SERVICE.

O. E. RITTER, Tel. Passenger Dept. 1924.

Prince's Buildings, Lee House Street. Tel. Freight Dept. & Agent. 1161.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good

Accommodation for First Class Passengers. Electric Light and Fans in State-rooms

and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Comprising 9 to 10 Days)

CAPTAIN LEAVING.

HAIKONG.....Capt. W. C. Parnmore.....TUESDAY, 18th May, at 2 p.m.

HAICHING.....Capt. A. H. Edwards.....FRIDAY, 21st May, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

General Managers. DOUGLAS LAFRAIK & CO.

AMERICAN & ORIENTAL LINE.

FOR HAVANA & NEW YORK

VIA PANAMA CANAL.

Subject to change without notice.

ORIENTAL AFRICAN LINE.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,

DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and

CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,

MANAGING AGENTS.

"ELLERMAN" LINE.

(Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS

TO

UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE

REQUESTED TO APPROACH THE UNDERSIGNED.

For STRAITS SAILINGS.

Subject to change without notice.

Or to REES & Co., Canton.

THE BANK LINE, LTD.

General Agents.

NEW YORK DIRECT.

JOINT SERVICE OF THE

"BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

"HURIMACHU".....via Panama.....28th May.

"HOWIOR".....via Suva.....28th May.

"DEUCALION".....via Suva.....28th May.

Steamers proceed via Suva Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE, of THE BANK LINE, LD., HONGKONG.

HONGKONG & CANTON. REES & CO., CANTON.

FALL IN BEHIND.

(Continued from page 2.)

4. The reclaimed ground would offer as suitable a place for the steamers of the Kailan Mining Administration as Chinwangmo. The estimate for the daily shipment of coal by the Administration from Tientsin is expected to be about 5,000 tons per day within the next five years. In that case, a frontage of 3,500 feet would be required for wharfage accommodation sufficient for 8 steamers.

5. Ocean going steamers up to about 25 feet draught would come alongside and work cargo irrespective of weather conditions.

6. If more advantages are desired, they can be found in the increase of the value of land in the vicinity and the creation of employment for many thousands of unemployed Chinese. Another part of the plan concerned the deepening of the Taku Bar. It is equally interesting. The present depth of water on the Bar is about 15 or 16 feet. It has been decided to increase this depth to 20 or 25 feet. The Hai Ho Conservancy Board with this end in view has recently ordered a big sea suction hopper dredger from abroad for the purpose. This work will be started next spring when the dredger will arrive here. At first the channel will be dredged to such depth that vessels having 20 feet draught can enter the Taku Bar at high water level. Part of the proceeds from the special shipping taxes collected by the Customs for the maintenance and improvement of the Hai Ho will be used for this. There is no need therefore for fresh taxation.

Later, if the pernicious effect of the Lung Ting Ho can be permanently removed, as is hoped will be the case, the Taku Bar Channel, stated Mr. Finckle, will be further deepened to 25 feet, and the river from Taku to Tientsin to 20 feet. When this stage of improvement has been reached, ocean liners from America and

SHIPPING

P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST

INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"DUNDEE"	5,400	15th May	Singapore, Colombo & Bombay.
"DELTA"	5,000	16th June	MARSHALLS LONDON & A.W.P.

BRITISH INDIA-APCAR SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"MUTTRA"	4,700	18th May	Straits, Rangoon and
"TARADA"	7,000	20th May	Calcutta.

EASTERN & AUSTRALIAN SAILINGS (South)

S. S.	Tons	From Hongkong (about)	Destination
"EASTERN"	4,000	25th May	Singapore via Sandakan, Timor, Thursday Island, Cairns, Townsville & Brisbane.

SAILINGS TO SHANGHAI & JAPAN

S. S.	Tons	From Hongkong (about)	Destination
"NELLOBE"	7,000	17th May	Shanghai, Kobe & Yama.
"DELTA"	4,000	18th May	Shanghai.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Calls at Antwerp.
Tickets Interchangeable.
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of
their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Passengers Messing not more than 24 ft. x 2 ft. x 2 ft. will be received at the
Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES.
Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents
or advice.

Any damaged packages must be left in the Godowns for examination by the
Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m.
on MONDAYS and THURSDAYS. All claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No
claims will be admitted after the goods have left the Godowns.

For Further Information: Pass Ages, Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.
22, Des Voeux Road Central, HONGKONG.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.
Cargo to Overland Points U. S. in connection with Great Northern, Northern
Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Calling Manila) ... Saturday, 22nd May, at 11 a.m.
FUSHIMI MARU ... Tuesday, 16th June, at 11 a.m.
TAMURA MARU (Calling Manila) ... Wednesday, 30th June, at 11 a.m.
KATORI MARU (Calling Manila) ... Friday, 2nd July, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang,
Colombo, Suez, Port Said & Marseilles.

MISEIMA MARU ... Saturday, 22nd May, at Noon.
SADO MARU ... Friday, 23rd May, at Noon.
KITANO MARU ... Friday, 11th June, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore,
Colombo, Suez and Port Said.

TOYOOKA MARU ... Friday, 11th June.

LIVERPOOL & MARSEILLES via Singapore, Colombo,
Suez and Port Said.

KAMAKURA MARU ... Friday, 28th May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday
Island, Townsville & Brisbane.

AKI MARU ... Wednesday, 26th May, at 11 a.m.
TANGU MARU ... Wednesday, 30th June, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Murnora,
San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KANAGAWA MARU ... Sunday, 23rd May.
BOMBAY MARU ... Friday, 28th May.

CALCUTTA & RANGOON via Singapore & Penang.

TATSUMI MARU ... Sunday, 16th May.
SAKUKI MARU ... Monday, 24th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Sunday, 23rd May, at 11 a.m.
NIEKO MARU ... Friday, 29th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

INABA MARU ... Thursday, 20th May, at 11 a.m.
TSUBO MARU ... Sunday, 23rd May.

KAMO MARU ... Thursday, 2nd June, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA,
B. YASUDA, Manager.

Telephone Nos. 293 & 295.

VESSELS ADVERTISED AS LOADING

DESTINATION.	VESSEL'S NAME.	FOR FREIGHT APPLY TO	TO BE DEPARTED
San Francisco via Shanghai & Japan, &c.	Togo Maru	Toyo Kisen Kaisha	On 27th May.
San Francisco via Shanghai, Japan &c.	Sibori Maru	Toyo Kisen Kaisha	On 18th June.
San Francisco via Shanghai, Japan &c.	Venezuela	Pacific Mail S.S. Co.	On 18th May.
San Francisco via Shanghai, Japan &c.	Equador	Pacific Mail S.S. Co.	On 18th June.
San Francisco via Shanghai, Japan &c.	Nile	China Mail S.S. Co., Ltd.	On 18th June.
San Francisco via Shanghai, Japan &c.	Edmore	The Admiral Line	On 18th May.
Victoria, Vancouver, Seattle & Tacoma.	Omaka Maru	Omaka Shosen Kaisha	On 22nd May.
Victoria B.C. & Seattle via Shanghai, &c.	Kashima Maru	Nippon Yusen Kaisha	On 22nd May, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Empress of Asia	Canadian O.S. Ltd.	On 23rd May.
Vancouver via Shanghai, Japan &c.	Empress of Japan	Canadian O.S. Ltd.	On 23rd May.
Shanghai, Kobe and Yokohama	Imari Maru	Nippon Yusen Kaisha	On 23rd May, at 11 a.m.
Australian Ports via Manila	Aki Maru	Toyo Kisen Kaisha	On 23rd May.
Australian Ports via Japan	Kyoto Maru	Toyo Kisen Kaisha	On 23rd May.
New York via Panama and Havana	Lucovic	Butterfield & Swire	On 23rd May.
Portland	Montague	Butterfield & Swire	On 23rd May.
New York via Panama	Belcor Castle	Dodwell & Co., Ltd.	On 23rd May, at 11 a.m.
Nagasaki, Kobe & Yokohama	Tango Maru	P. & O. S. & A. L.	On 17th May.
Shanghai, Moji, Kobe and Yokohama	Nellor	P. & O. S. & A. L.	On 17th May.
Amoy, Shanghai and Pukow	Shantung	Butterfield & Swire	On 18th May, at 2 p.m.
Shanghai and Tsingtao	Teian	Butterfield & Swire	On 18th May, at 4 p.m.
Calcutta via Straits & Rangoon	Tatsung Maru	Nippon Yusen Kaisha	On 18th May.
Singapore, Penang & Belawan-Dull	Van Weert	Java-China-Japan Lijn	On 18th June.
Keelung via Swatow and Amoy	Saijo Maru	Osaka Shosen Kaisha	On 18th May.
Saigon, Bangkok & Singapore	Unnan Maru	Osaka Shosen Kaisha	On 1st June.
Swatow, Amoy & Foochow	Haihong	Douglas Lapraik & Co.	On 18th May, at 2 p.m.
San Francisco Direct	West Himrod	Struthers & Dixon, Inc.	On 18th May.
Bombay & Colombo	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 18th May.
London and Antwerp	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 18th May.
London via S. pore, Paag & C. &c.	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 22nd May, at Noon.
Mauritius, Delagoa Bay, Durban	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 22nd May.
Marseilles, London & Antwerp	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 22nd May.
Takao via Swatow and Amoy	Osaka Shosen Kaisha	Osaka Shosen Kaisha	On 22nd May.

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PROPOSED CONSORTIUM LOAN.

MR. LAMONT EXPLAINS TO CHINESE BANKERS.

The straightforward statement made by Mr. Thomas Lamont, of Morgan & Company, New York, in a speech delivered at a dinner given in his honour by Chinese bankers of Peking on April 12, as reported in the *Far Eastern Review* for May, disposes of much of the current conjecture, rumour, and surmise, as to the purposes of the Consortium, which has the backing and approval of the British, French and American governments, and latterly, of the Japanese, for although the government of Japan would not at first endorse the loan, the Japanese bankers have since given their approval of it.

Whether or not the Consortium is finally permitted to fulfil its purpose, the statement of its objects lets in considerable light on a hitherto somewhat cloudy situation. Mr. Lamont said—

"Of course, I am expected to say something about the proposed Consortium. I am glad of the opportunity of doing so. Since my arrival in China I have found so many conceptions of the Consortium completely at variance with the facts, and so many rumours absolutely false, and so many statements completely unfounded. Let me try to correct some of these misstatements. The idea has seemed to prevail that the Consortium is eagerly seeking for an opportunity to come to China and do business. This is not the fact. We are desirous of profiting assistance to China if she desires to receive it, but we have no scheme or plan to impose upon the Chinese people. We all have enough work and enough troubles of our own at home without coming halfway around the globe to assume new difficulties. All of the countries represented in the Consortium are short of working capital. It would be a satisfaction to all of them to learn from me that China did not require our assistance and that we were therefore free to conserve our resources for pressing needs at home. Let me emphasize this point—unless you want us to come we don't want to come and we will not come. Another misconception prevailing seems to be that I am representing the American Banking Group, anxious immediately to work out some definite plan for a loan or what not, and that unless I do so, my mission will have failed. Nothing could be further from the truth. I am charged by the American Group to bring to China their cordial expressions of good will, to explain the aims of the American Group, and of the proposed Consortium, and to bring back to America a thoroughgoing report as to conditions here; but for me to complete any particular negotiations at this time is quite unnecessary and, unless China desires me to do so, I certainly will not undertake such a task.

"Now a few words about the Consortium itself. Its organization is the fruit of a general understanding arrived at over a year ago among the four great Governments involved. The American Government had some months previously, proposed to Great Britain, to France and Japan the organization of banking groups for a new Consortium on a much broader basis than the old one. These proposals contemplated a free and full partnership on the part of the four Banking Groups involved, for the purpose of offering assistance to China in the development of her great public enterprises, such as transportation, possible reform of currency, etc. Further, it was contemplated that each banking group should turn over to the Consortium such options or concessions as they held, upon which substantial progress had not been made. It was felt that by following such course as this and by having the four groups work together, there would be avoided for the future the setting up of new spheres of influence that might threaten the integrity of China. It was felt, too, that a Consortium organized along these lines would help in preventing possible jealousies that might otherwise be engendered, and would bring into greater sympathy all five Powers involved, including China, which would thus work together for the welfare of the Western

as well as the Eastern nations. The American people have always taken as their golden text for China the phrase of the "Open Door" laid down a generation ago by John Hay, and it was with this idea in mind that the American Government proposed this plan in the hope that it would for the future serve to prevent new spheres of influence; would keep open all the doors to trade and to friendly intercourse.

"At Paris last May, the Consortium was tentatively organized along the lines that I have just indicated, its agreement being subject to the approval of the four Governments. America, Great Britain, and France, as you already know, gave their complete approval. Japan, however, qualified her approval by a desire to reserve from the scope of the Consortium certain parts of Manchuria and Mongolia. Such reservations contravened, in the minds of the other banking groups and of the other Governments, the policies involved in any free and full partnership, and also in the maintenance of the "Open Door." Therefore, we have recently been holding conferences in Japan to see whether the Japanese cared to accept the invitation of partnership from America, Great Britain and France, on the same terms as ourselves. The Japanese banking group has assured me that they unanimously desire to do this. It now remains for the Japanese Government formally to confirm this desire. If they fail to do so and if Japan remains outside the Consortium, I should think that Japan might prove to be the chief loser.

"I must emphasize another point upon which there has been great misconception. The idea has seemed to prevail, that the Consortium intended to carry on, or extend its influence over a vast number of different enterprises, in China, like banking, commerce, manufacturing, etc. Nothing could be further from the truth. As I have already stated, the Consortium plans to deal chiefly with those great basic enterprises the development and establishment of which will make in China a firmer foundation upon which private initiative in banking and commerce can safely build. One eminent Chinese gentleman has been quoted to me as saying that the Consortium intended to dominate Chinese banking, or at least take within its purview certain Chinese banks. This is utterly untrue. We have no such plans; it would be contrary to our purpose; it would be as repugnant to us as it undoubtedly would be to Chinese banking circles.

"The Consortium has, as I have said more than once, a double responsibility. Assuming that China desires to render aid here, it has the responsibility to the Chinese people. We have to see to it that any loans made to China are for constructive, not for wasteful, purposes, and are used for developing the country. In order that both China and the Consortium shall be assured that such worthy objects are being attained, the organization of some proper system of control must be mutually worked out, so that you and we may be certain of the proper application of loan funds. To say that the provision of proper safeguards for any particular loan means the control of Chinese Government finance is absurd. This general idea touches upon the second great responsibility which we must carry, and that is to our own people at home. You bankers readily recognize that the banking groups in America, Great Britain, France and Japan have not of themselves sufficient funds to advance for these great enterprises in China, but must look in turn to that great body of investors, not to the well-to-do alone, but to the rank and file of prudent, thrifty, saving people throughout our countries, and to them the Consortium will have the moral responsibility of seeing to it that their investments in China are properly administered. To them, in due course, we must render an account of our stewardship.

"Thus, in order to carry out effectively any plans for works in this great country, the Consortium must count confidently upon the co-operation of the Chinese people and of its banking community, which is growing so rapidly and which is so worthily represented here to-night. Unless we have your good will and trust, we cannot take one single step forward. We hope, too, that in a material way China will not rely too much upon the Consortium but will

EUROPE NEEDS GLASS.

Paris, March 19.—Lack of window glass is responsible for the spread of typhus, tuberculosis and other contagious diseases in Central Europe. To resist the severe cold of Winter the windows are closed with mud shutting out light and fresh air. Shortage of buildings causes overcrowding in the rooms, accelerating contagion in the spread of disease. The Jewish element are the greatest sufferers, owing to the habit of mobs in breaking all glass when looting Jewish dwellings.

The report of these conditions has just been brought here by Lieutenant James H. Becker, who, as Relief Administrator of the American Joint Distribution Committee for Jewish War Relief, was called by his work into isolated districts of Bukovina, Rumania, Bessarabia and the Ukraine heretofore unvisited by allied officers.

The division of great estates among the peasants has reduced production, as the peasants revert to primitive methods, and are content now to provide their own needs, instead of supplying markets. Lack of transportation prevents the exchange of goods with manufacturing countries, and has even stopped the shipment of wood and fuel from Bukovina, which is well forested. Trading is reduced to barter owing to the low value of paper money, much of which is counterfeit, and the difficulties of exchange.

The Governments are unsettled and weak. The Jewish communities, which are deprived of the weapons for local defence, are unable to resist repeated robberies and looting. In many large towns in Bukovina, which are purely Jewish, artisans have been robbed of their tools and have thereby been forced into trading. This is of course a bad economic condition, it is pointed out.

The Joint Distribution Committee for Jewish War Relief has enabled numberless Jewish families to start anew by loans expended only for tools, or merchandise. The people took heart, and showed their gratitude by their eagerness to repay the loans with their first earnings. Lieutenant Becker said he had seen girls, brought to the Jewish hospital with severed arms, and they had to wait four hours before medicine and bandages could be obtained.

The misery is indescribable. In the Ukraine the Jewish orphanages lack meat, fat, blankets and medicines, and the children are emaciated. Bukovina, with more than 100,000 Jews, has only one Jewish hospital, and that with a capacity of forty beds. The Joint Distribution Committee started three new orphanages for Jewish war orphans in Rumania, but the facilities are still woefully inadequate.

be able to mobilize her own great latent wealth for purposes of domestic development. The lighter the burden that is laid upon the Consortium, the fewer enterprises that we are required to take up, the better we shall be pleased.

"Finally, let me say in behalf of the American Banking Group—and I know that in this respect I can speak too for the British and French Banking Groups—that we have a very high ideal of the future of China, an ideal just as high, I venture to believe, as that cherished by your own people. In the years to come we look to see a great United States of China just as we have forty-eight states in the American Union, each competent to handle its local matters, yet bound into an indissoluble union under the Federal Government, so we look forward to the time when your great provinces shall handle themselves in the same way under the Republic of China. We look forward to the time when great systems of transportation will render easy the carriage of commodities and goods from one part of the country to another and shall make possible that constant intercourse which is bound to bring understanding and sympathy among all your people. You will recall with me that within the last one hundred years the development of America has been brought about chiefly through the building of those immense arteries of commerce, those transcontinental railways that have developed our great granaries in the northwest, and have made almost as one the wide-parted shores of the Atlantic and the Pacific. In like manner we believe that China can never attain her full stature, her full stability, until similar development has taken place here. To the realization of this high ideal for China all the friends of China desire to work.

"You will recall with me that the Consortium has not as yet been fully formed, that it cannot be fully formed, and made effective without your own desires and without your co-operation; that it can never become an instrument of great assistance to you unless it can carry on its operations in a country reconciled, united, peaceful, a country where the astonishing industry of your great people can be allowed to develop under conditions of stability, can be carried on under constantly improving conditions of prosperity and contentment."

Please see to-day's leading article for notes on the foregoing subject.

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FALL IN BEHIND.

Continued from Page 6.)

is every reason to believe that as time progresses the place will continue to grow in size and importance until some day it proves itself to be a serious rival of Shanghai—China's New York.

If the connecting-water-ways of the interior of Chihli and its neighbouring provinces are improved simultaneously with the improvement of the Hai Ho, greater prosperity awaits Tientsin particularly and its hinterland generally. The connecting water-ways to be improved are such as the Ta Ching Ho leading to Pootungfu, and the Wei Ho and Tsang Ho to Honan. Water transportation is after all much cheaper. One ton of goods from Tientsin to Pootungfu may cost \$7 for transportation by rail whereas \$1 will be sufficient if it is sent thither on the Ta Ching Ho. If ocean liners call at Taku in consequence of a deeper channel, a saving of more than eighty per cent. of freight can be effected. At present, goods from abroad for Tientsin are sent to Shanghai where they are loaded to lighters, unloaded from the lighter to the bund, from the bund to the godown, from the godown to the bund again, from the bund to the local ship, from the local ship outside of Taku to a lighter, from the lighter to the Tientsin Bund, from the Tientsin Bund to the godown, from the godown to the railway station, and then reach their final destination. A large part of this trouble and tedious delay can be spared if they are unloaded from ocean liners into lighters for distribution in the interior where there are waterways. Saving of time and money means cheaper prices of foreign commodities, and cheaper prices in turn mean prosperity for all concerned in North China.

While the Commission for the Improvement of the River System of Chihli is making the Yung Ting Ho problem, the Hai Ho Board is rendering no insignificant service to the general public in North China by bringing the Hai Ho to the present efficient condition by further improving it. The Hai Ho Board was formed by the late President Yuan Shih-kai in 1901 when he was Viceroy of Chihli. Over it there is a general commission, of which all the members of the Board are members. One of their number is nominated by the body to the Chairman of the Board, the members of which are the Commissioner of Customs, the Superintendent of Customs, two unofficial members from the General Chamber of Commerce, and one representative of local shipping interests. Mr. F. Hyslop-Freke, a well-known Tientsin resident, is the secretary and treasurer of the Board, and Mr. Pincheon, who has the confidence of all local Chinese officials, is engineer-in-chief.

The founder of the Board, the late President Yuan Shih-kai, continuously gave his support to the institution until the end of his days. From beginning to end he regarded it as a Chinese organization although its control rested largely with foreigners. In 1914, the Board applied to the Taku Naval Dockyard for permission to purchase a piece of land to be used as a slipway. The Dockyard sent a memorandum to the Ministry of Navy in Peking asking for permission desired. Some one in the Ministry did not know the situation, and instead of giving the permission, passed the document on to Yuan Shih-kai. When the latter saw it, he was amused and remarked that it was he who had founded the Hai Ho Conservancy Board and that there could be no harm to the country even to give a piece of land to that Board. The matter was settled in accordance with Yuan Shih-kai's wish. The Hai Ho Board was the lucky recipient of his gift in the form of the land desired.

Prior to the establishment of the Hai Ho Conservancy Board, two disastrous floods occurred in 1890 and 1896. They conclusively showed that it was absolutely necessary to improve the Hai Ho. The 1896 flood passed over the bund and inundated the whole city and caused a dykebreak below Tientsin. The river shoaled to such an alarming extent that men could walk across the Hai Ho as it was only about three feet deep at some points. No navigation was then possible. All steamers had to stop at Pei Tang Kow where they had to unload their cargo and passengers and send them to Tientsin by junks and carts.

Such was the condition of the Hai Ho when the Board was founded to improve it. But at present, according to Mr. Pincheon, a vessel drawing 17 feet could pass over Taku Bar, and those vessels with 15 feet and a half draught can come up to Tientsin and lay alongside the Bund. Needless to say that the Board has done a very useful work to the community. The Hai Ho Board, concluded Mr. Pincheon, is not satisfied with this result, though it may be. What it now proposes to do has been already outlined in detail. Meanwhile, in the hands of the members, the chief engineer, and the secretary of the Board partly lies the future welfare of Tientsin and its vast hinterland extending far away into Inner Mongolia, Kiangsi, Shansi and Honan where minerals are in abundance and raw materials are inexhaustible.

LAWN TENNIS.

"Missing from Harrow, School—tennis."

So runs an announcement in the Agony Column of *The Times*, premising the annual campaign for the introduction of lawn tennis into public schools. It is an old controversy now. To put it roughly the reformers have the best of the argument, but public school instinct is against them. They can make out a strong case, and that without insisting on comparisons with other games—especially cricket—as they are apt to do. There is no game demanding activity that can be played to such an advanced age as lawn tennis. Mr. A. W. Gore won the championship—his third—at 41; and a pair of greybeards, wily as serpents, frisky as lambs, and as set as Sarah Battle on the rigour of the game, can be seen on Saturday afternoons at any lawn tennis club. Of these games, lawn tennis once acquired comes nearest to "the possession for ever" which headmasters like to talk about, and its advocates might suggest its compatibility with a classical education by telling them so in the original Greek.

Lawn tennis makes such small demands on time and space that a boy who leaves school for an office in a town may get from it all the exercise he needs. It should not be necessary to-day to insist that it is a strenuous game; for London has trooped to see Mr. McLoughlin serve, Mr. Brookings volley, and Mr. Parke run; a man had best live temperately if he would win a five set single at Wimbledon. The doubles game does call for that subordination of self to side on which school masters lay stress. Had Mr. Hacken played to the gallery, the Davis Cup would not have left England in 1913; he was content to put the ball where it left America; a little the better off, and where the easier stroke would return it to his redoubtable partner—and the Cup went. Is there any game where the moral strain is greater than in a close fought single? "The little more and how much it is!"—15 to the other man to be exact; the little Jess, and the drop shot hits the net cord, balances itself for an eternity and falls back; the net-cord stroke to your opponent when you were at last within a point of four-all; and the umpire.

Physically done, the football player can leave it to the other fellow to do a bit; the bowler will be taken off; but the lawn tennis player must run on and on with his heart thumping; he has no one but himself to rely on; it is useless to blow one's trumpet; it is useless to go berserk; he must keep his touch and his temper. It is not enough to die well, he must live well. It takes a fine sort of courage to make a lawn tennis player. The game, in fact, may be put before the schoolmasters on its merits.

Then, again, there are the comparisons instituted between lawn tennis and cricket, the game in possession. School games are for exercise and recreation; why then should some boys be compelled to play a game which affords them neither exercise—because they play it so badly—nor recreation—because they dislike it? Cricket and football provide an unlimited and innocuous subject of conversation in hours of leisure? So does lawn tennis—though the first adjective may be more applicable than the second to the part about that false bound. Go to Queen's Club, and be convinced. Lawn tennis will injure cricket. It will not. It will improve cricket by drawing off from junior games the conscripts whose indifference spoils them. It will not affect senior games at all. Boys are too ineradicably combative to hit a soft ball when they can hit a hard one. None of the impressive arguments used above will influence cricketers; tell them that nine-elevenths of a batting side pass their time in enforced idleness, and unlike other enthusiasts they do not reply with counter-statistics. A cricketer does not argue about the merits of cricket, he just plays it whenever he can. As soon as a lover submits an estimate of the charms of his mistress as a cricketer, those of cricket, cruel and capricious she may be beyond all the sportive sisterhood, but that is all forgotten when she is kind; the half volley jumping from the thick of the bat; the deep catch—she is the frame—the sudden gasp—the frame—the step back to let the ball fall clear of the eyes—the feel of the door thing in the hands—he might let you about all these, but he does not; he thinks you are a dull dog, not to know. Cricket can take care of itself.

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GREATLY INCREASING TRADE.

INTERESTING FACTS AND FIGURES.

The past twelve months have, as far as the large passenger shipping companies are concerned, been a record, their vessels have been full up with passengers on every trip both coming from the Pacific coast of America and returning from the China and Japan coasts. Quite a third of the people who have required berths across the Pacific have had to wait months before being accommodated and the steamship companies have had all available accommodation booked up six and seven months ahead. To obtain berths, travellers have resorted to offering large premiums and advertising the fact in the local papers; on the Pacific coast conditions have been quite the same, large premiums have been and are even now offered for passages over to Japan and China. In the entire history of shipping on the Pacific there has never before been seen such activity and lack of accommodation for passengers. The situation has been exceptional and one which has been a condition created by the aftermath of the war. A year ago there were many optimists who predicted that a few months would see things back again to their normal state but up to the present the rush has been on and shows no signs of abating. All available berths in vessels have been booked up months ahead and the lack of tonnage on the Pacific has been the cause of this state of affairs arising. Even war-ships have been pressed into service to carry business men to the Far East, but this measure has had but slight effect in relieving existing conditions of transport. Until the fast American passenger vessels were placed in service and the new steamers now building for the Canadian Pacific Ocean services and the Japanese lines, it is not to be expected that there will be any great change in existing conditions. The passenger trade on the Pacific has grown to such proportions and will continue to grow to even more in the future that even when the new vessels are placed in service in the Pacific trade they will be kept busy in catering to the requirements of the passenger traffic.

It is interesting to study over the conditions and lines, etc., engaged in the passenger service. We have the large Japanese lines such as the Nippon Yusen Kaisha, the Toyo Kisen Kaisha, the American services which are vessels of the American Shipping Board; the British lines are shown by the C.P.O.S. principally but in the competition now on for the monopoly of the passenger trade, all the lines concerned are vying keenly for supremacy. Were there less passengers to carry we might even be able to see results now but as it is with congested conditions of travel so prevalent, all the vessels of the companies concerned are kept more than busy and the number of applicants both here and in America for berths in any particular ship far exceeds those which are offered. During the past year also, the passenger fares were increased and there is no sign that the next few years will see them lowered at all. Indeed it is questionable whether the tendency will not be to raise them even more. The increased amount of passenger tonnage during the next few years will but keep pace with the increased number of travellers requiring accommodation. Trade with the Far East between Canada and America is increasing greatly month by month and, therefore, the number of business men, etc., travelling will also be greater.

The great increase in the passenger trade between America and the Far East during the past few years has resulted in more and more American business men being compelled to travel to Japan, China, India, the Straits Settlements and the Dutch East Indies and Manila. This can be easily judged when it is known that during the six months ending last September, 64 per cent. of all passengers carried across the Pacific were Americans. The remainder included a percentage of 17 per cent. for all British, French, Dutch and Russian subjects travelling whilst 7 per cent. of the total was

LAWN TENNIS.

MIXED HANDICAP DOUBLES FINAL.

The final of the Mixed Handicap Doubles in connection with the H.K.C.C. Tennis Tournament was played last evening. Major Bowen and Mrs. Timmis (owe 2/6) beating Major and Mrs. Greenaway (owe 15/-) by 6-3, 6-1. A good crowd witnessed the game, which was rather disappointing. Both ladies played well and their partners were very energetic. Mrs. Timmis displayed a useful overhead service and drew much attention with her cut's and backhand strokes. Mrs. Greenaway on the other hand played a safer game lobbing and driving well during the first set, although she rather fell away during the second. The first game went to Major Bowen and Mrs. Timmis, but neither side could claim any decisive advantage until 3-3 had been called. Major Bowen and his partner then went ahead, taking the set without their opponents winning another game. The second set was an easy matter for Major Bowen and Mrs. Timmis, the other pair only taking one game.

Japanese and 12 per cent. Chinese. The number of passengers carried by the Pacific steamship companies during the same period was as follows:

Passengers.	
Canadian Pacific Ocean Ser.	2,893
Nippon Yusen Kaisha	2,700
Toyo Kisen Kaisha	1,400
Ozaka Shosen Kaisha	200
China Mail S.S. Co.	900
Pacific Mail S.S. Co.	690

Total..... 8,783

Therefore, it can be seen that Japanese vessels carried 4,300 passengers of the total and considering that the enormous percentage of the total of passengers was American it is not to be wondered at that the U.S. Shipping Board is endeavouring to place on the Pacific run as soon as possible a number of passenger steamers of fast speed. When we come to the question of tonnage we find that the Japanese have about 90,000 more tons employed in the passenger trade than the British lines and over 100,000 tons more employed than the American lines. The C.P.O.S. has now four steamers engaged in the trans-Pacific trade—the "Empress of Russia," "Empress of Asia," "Empress of Japan" and the "Montevideo" comprising 45,903 tons net. The Nippon Yusen Kaisha has the "Kashima Maru," "Katori Maru," "Suwa Maru," "Fushimi Maru," "Kamo Maru" and "Atsuta Maru" comprising 56,552 tons net, the Toyo Kisen Kaisha has the "Tenyo Maru," "Shinyo Maru," "Siberia Maru," "Korea Maru," "Nippon Maru," "Persia Maru," "Aryo Maru" and "Kiyu Maru" comprising 77,852 tons net. The American services represented principally by the "China Maru" and Pacific Mail S.S. Co.'s employ about 41,000 tons net in the Pacific passenger trade but in this direction it must be remembered that about 18,000 tons is Chinese owned and sailing under the American flag.

Therefore, we find that the majority of Americans travelling to the Far East have no choice but to travel in vessels sailing under the Japanese flag. Undoubtedly there may be a great change when the fast vessels building for the trade are placed in operation but until that time Japanese vessels will hold the monopoly of the passenger carrying trade across the Pacific. Meanwhile there will be added to the latter country's services before long, three 30,000-ton liners specially built for the Pacific trade whilst the C.P.O.S. is having one vessel of the same tonnage built. It goes without saying that Britishers and Americans prefer to travel in their own country's vessels if it is possible to do so but when they have no alternative but to have to accept what better they can find, no matter what flag the vessel they sail in is under, then that country which has the most vessels operating, especially at this time and the more berths offering, is going to reap the benefit until the British and American companies can place additional tonnage on the Pacific route. Shipping and Engineering.

FAR EAST DIPLOMATS.

RECONSTRUCTION OF RELATIONS.

Commenting on the changes in the British and American diplomatic representatives in China and Japan which have recently taken place or are expected to take place shortly, the Yomiuri says:—

"It seems we must expect Mr. Crane as successor to Dr. Reisch in the post of American Minister to China, as it is reported that, in spite of some unfavourable remarks, his appointment has been lately approved by the Senate. Sir John Jordan who had been in the diplomatic service in the Far East for forty seven long years, left Peking last month and was succeeded in his post as British Minister to China by Mr. Alston, Chargé at the British Embassy in Tokyo, whereas we have had the pleasure of receiving Sir Charles Eliot as Ambassador Extraordinary and Plenipotentiary of Great Britain, our honoured Ally, to Japan. Sir John Jordan disagreed with the then Japanese Government in regard to the question of participation of China in the war and other matters and it was reported that he would not come back to China when he subsequently went home on furlough. But he came back and when he left for the last time, it is a well-known fact that he was in serious disagreement with Mr. Obata, our Minister to China. In regard to the China policy of the Japanese Government—more especially its policy relating to loans to China—and left the country not very well pleased with Japan.

APPRECIATION OF MR. ALSTON.

"With regard to China too, his proceedings in the past must induce him to oppose that country so far at least as the problem of Tibet is concerned. It is a matter of concern to us, who watch the international relations in the Far East with great interest, what influence Sir John's views and feelings respecting China and Japan will form in England in combination with those of Lord Curzon, the Foreign Minister, an old authority on Far Eastern affairs and noted for his Imperialistic tendency, and other London veterans versed in things Chinese. In these circumstances we are particularly glad that the right man has been appointed his successor and the place vacated by the successor has been filled by the right man again—for besides serving in the Foreign Office at home, Mr. Alston formerly held office at Peking Legation twice and was Minister in Tokyo for some time. In consequence, he is thoroughly acquainted with the relations between Japan and China, as well as with the real sentiments of the Government and people of this country. Moreover he seems to be a gentle and sincere gentleman.

SIR CHARLES ELIOT.

"As for Sir Charles Eliot, we welcome him with still greater joy. Scholar, educationist and diplomat all in one, faithful to principles and possessed of world-wide knowledge and experience, Sir Charles has had ample opportunity for observing and studying the Far East as President of the Hongkong University for six years and as British representative in Siberia for nearly one year. We have no doubt whatever that the Ambassador and Minister will act upon thoroughly fair and sympathetic views and policies in regard to the triple relations of Britain and China and Japan and exert themselves not merely in the interests of the three Powers concerned but also in those of the world at large.

BRITISH ANTI-JAPANESE PROPAGANDA.

On the other hand, it is regrettable to note that the relations between Japan and the British residents in China seem to be getting more estranged, while those between America and Japan are improving, and a considerable rapprochement has been reached in some quarters even on problems connected with China, so that even the advent of Mr. Crane there, credited as he is with anti-Japanese views, will no longer be of any great significance. Apart from the views and actions of Sir John Jordan, of whose reference has already been made, the observation of the Hongkong and Shanghai Banking Corporation, the most important commercial organ of the British residents in China, the tone of the North China Daily News, the views expressed by the British Chambers of Commerce—all this affords more than ample evidence of what we have just pointed out. Formerly there were a very few extremely anti-Japanese publicists among the British residents in China—Mr. Simpson (Putnam Wells), Mr. Giles of the Peking and Tientsin Times, etc. But now even the North China Daily News is more strongly anti-Japanese in its tone than Millard's Review itself. In fact the anti-Japanese propaganda in China seems to be passing from American to British hands.

HOPE OF A BETTER UNDERSTANDING.

"It is particularly noteworthy that British anti-Japanese comments are no longer confined to the British residents in China, and the merchants of Manchester—but are gradually becoming the general sentiment of the whole British people at home. It is reported that the London Chamber of Commerce has submitted to the Foreign Office a memorial unfavourable to Japan of the same tenor as

HONGKONG STOCK EXCHANGE.

HONGKONG, 14th MAY, 1920.

OFFICIAL QUOTATIONS.

11 A.M.

BANKS.

London T. T. rate 40 1/2.

Hongkong Bank ... \$220 b. 62 1/2 sa.

Mitsui Bussan Kaisha ... \$244 n.

North China Insurance ... T. 160 n.

Union Insurance ... \$195 a. 193 sa.

Yangtze Insurance ... \$370 n.

Far Easters ... T. 17 1/2 n.

Firm Insurance.

China Fire Insurance ... \$188 n.

Hongkong Fire Insurance ... \$300 b.

Shipping.

H. & K. Steamships ... \$87 1/2 a.

H. & K. Steamships (Prof.) ... \$83 n.

Do. (Def.) \$200 b. L'don Register

Shell Transport ... \$10 1/2 b. 220 a.

Star Ferries ... \$29 b.

REFINERIES.

China Sugar ... \$227 sa.

Malayan Sugar ... \$43 b.

MINT.

Kaitum Mining Adm. ... \$11 1/2 b.

Langkate ... T. 17 n.

Shanghai Loans ... \$100 n.

Shai Explorations ... \$100 n.

Rauha ... \$7 1/2 b.

Tromoh Mines ... \$7 1/2 b.

Ural Caspian ... \$7 1/2 b.

DOCKS, WHARVES, GODOWNS, &c.

H. & K. Wharves ... \$86 a.

H. & K. Wharves (Prof.) ... \$131 1/2 a.

Shai Dock ... T. 13 1/2 n.

New Engineering ... T. 22 n.

LANDS, HOUSES & BUILDINGS.

Central Estates ... \$108 b.

Hongkong Hotels ... \$124 b.

Hongkong Lands ... \$177 a. 117 sa.

Humphreys ... \$650 b.

Kowloon Lands ... \$40 b.

Land Reclamations ... \$140 n.

West Point ... \$51 b.

CORPORATE MILLS.

Ewo Cottons ... T. 62 1/2 n.

Kung Tse ... T. 68 n.

Lao Kung Mow ... T. 42 1/2 n.

Oriental ... T. 310 n.

Shanghai Cottons ... T. 350 n.

Yangtze ... T. 45 n.

MISCELLANEOUS.

China ... \$7.00 b. 7.10 sa.

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ASIA BANKING CORPORATION.

HONGKONG.

TAKE ADVANTAGE of the High Rates of Exchange and open an interest bearing Gold Dollar or Sterling Account. Withdrawals may be made from such accounts in Local Currency if desired.

Certificates of Deposit issued in Gold Dollars, Sterling and Local Currency.

Letters of Credit issued.

We issue American Bankers Association and Guaranty Trust Company of New York Travellers' Checks, payable throughout the World.

HEAD OFFICE:

NEW YORK.

Other Offices in the East:

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

P. & O. BANKING CORPORATION.

Capital ... \$25,000,000

in 210 Shares.

Present Issue 250,000 Shares

at \$100-5-6.

Lists close in London on or before

12th May, 1920.

Lists now open. Payments \$100

on application, \$25.00 on allotment,

\$25.00 on 1st July 1920.

Falling Nominations in London applications

will be received by the undersigned

who expect telegraphic information

when lists closed.

Full allotment cannot be guaranteed.

Payment by Telegraphic Transfer

against receipts here, certificates issued

London.

MACKINNON, MACKENZIE & Co.,

Agents,

P. & O. S. N. Coy.

Hongkong, May 11, 1920.

22, Des Voeux Road.

THE FRUIT SEASON.

BOWEL complaint is sure to be prevalent during the fruit season. Be sure to keep a bottle of Chamberlain's Colic and Diarrhoea Remedy at hand. It may save a life. For sale by all Chemists and Druggists.

ASAHI BEER.



ASAHI BEER
DAI NIPPON BREWERY COMPANY
MITSUI BUSSAN KAISHA

THE INDUSTRIAL AND COMMERCIAL BANK, LTD.

Head Office: 1 Des Voeux Road, Central.

Branches: Hongkong, Shanghai, Canton, Hankow, Tientsin, Peking, etc.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current Savings and Fixed Deposits

bear interest at Rates 3%, 4%, 5%,

respectively.

Inquiry on our SPECIAL SERVICE

will be welcomed.

J. CHAN LY, Manager.

Hongkong, July 1, 1919.

THE CHINESE MERCHANTS BANK, LTD.

HEAD OFFICE: Alexandra Buildings, Charter Road.

General Banking and Exchange business

transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed

Deposits received at rates which may be

ascertained on application.

The Bank also conducts a Savings

Department.

DONG TOY, Chief Manager.

Hongkong, January 2, 1920.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up ... \$1,350,000.)

Loans on Mortgage of House Property, etc.

Goods received on Storage.

Advance made on Mercantile

Loans made on the Provisional System.

Loans made on the Provisional System.

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Loans made on the Provisional System.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

Reserve Fund ... \$1,500,000

Silver ... \$1,500,000

Paid-up ... \$1,500,000

Reserve Fund and Res. ... \$1,500,000

PROFITABLE.

COURT OF DIRECTORS:

Hon. Mr. E. V. D. Farr, Chairman.

A. H. Compton, Esq., Deputy Chairman.

S. H. Dodwell, Esq., Hon. Mr. J.

G. T. M. Ekins, Esq., A. O. Lang, Esq.

A. S. Gubbay, Esq., W. L. Falkland, Esq.

Hon. Mr. E. V. D. Farr, Chairman.

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Hon. Mr. E. V. D. Farr, Chairman.

COMPANY REPORT.

(Continued from page 5.)

1918 Account.—After payment of the interim dividend of \$6 per share and the bonus of 20 per cent. to contributors passed at the last annual meeting, there remains a balance of \$305,321.16.4 as per annexed statement.

The Board recommends that this sum be appropriated as follows:—
A final dividend to shareholders of 12 — per share on 96,000 shares £ 57,600 0 0
An addition to the Reserve Fund 100,000 0 0
To write off Leasehold Property Account 5,000 0 0
To be carried forward to Underwriting Suspense Account to close the account for the year 1918 142,721 16 4

\$305,321 16 4

1919 Account.—The Balance of Working Account on the 31st December, 1919, was £431,629.9.3 as per annexed statement.
The Board recommends that an interim dividend of 9 — per share be paid to shareholders, absorbing £43,200 and that a bonus of 20% be paid to contributors, absorbing about 25,000 and that the remainder be carried forward.

Directors.—Since the last General Meeting Mr. S. H. Dodwell and Mr. R. Ross Thomson have resigned their seats on leaving the Colony and Mr. G. M. Dodwell of Messrs. Dodwell and Co., Ltd., and Mr. G. T. Edkins of Messrs. Butterfield and Swire have joined the Board.

In accordance with Clause 79 of the Articles of Association The Hon. Mr. F. H. Holyoak and Mr. W. L. Patenden retire, but offer themselves for reelection.

Auditors.—The Hon. Mr. A. R. Lowe and Mr. C. Bernard Brown retire, but offer themselves for reelection.

JOHN A. PLUMMER, Chairman.

Hongkong, 12th May, 1920.

WORKING ACCOUNT, 1919.

ON 31ST DECEMBER, 1919.

	£	s.	d.
To Nett Premium	753,221	18	11
Interest	68,547	4	9
	£ 826,769	3	8

Cr.

	£	s.	d.
By Agency Commissions	37,982	14	3
By Head Office, Branches and Agency Charges	74,795	7	5
By Remuneration to Directors, Committees and Auditors	3,070	9	9
By Losses and Claims paid	364,447	18	7

	£	s.	d.
By Bonus of 20% paid to Contributors	15,688	7	4
By Interim Dividend of \$6 per Share @ 3/6 7/16	25,452	10	0
By Balance	305,321	16	4
	£ 826,769	3	8

WORKING ACCOUNT, 1919.

ON 31ST DECEMBER, 1919.

	£	s.	d.
To Nett Premium	804,820	3	8
To Interest	69,609	18	1

	£	s.	d.
By Agency Commissions	70,336	0	11
By Head Office, Branches and Agency Charges	93,738	6	10
By Remuneration to Directors, Committees and Auditors	3,008	12	11
By Losses and Claims paid	275,717	11	0
By Balance	431,629	9	3
	£ 874,430	1	9

BALANCE SHEET.

December 31, 1919.

	£	s.	d.
To Authorized Capital 200,000 shares of £5 each	1,000,000	0	0
Subscribed Capital 96,000 Shares of £5 each upon which £2 per share called and paid up	480,000	0	0
Reserve Fund	165,000	0	0
Reinsurance Fund	425,270	3	7
Underwriting Suspense Account	80,530	5	4
Exchange and Investment Fluctuation A/c	32,457	15	6
Working Account 1918 Balance	305,321	16	4
1919	431,629	9	3
Sundry Creditors	26,983	11	8
	£ 1,659,193	1	8

	£	s.	d.
By Cash with Bankers on Current and Deposit Accounts			
Silver	35,317	5	2
Gold	398,237	0	4
By Investments in Silver Securities	2,226	7	10
By Investments in Gold Securities			
British	464,975	0	4
Foreign	365,097	1	0
By Sundry Debtors including Branch and Agency Balances			
Silver	7,794	19	10
Gold	64,715	4	11
By Leasehold Property	320,830	2	3
	£ 1,659,193	1	8

JOHN A. PLUMMER, Directors.
P. H. HOLYOAK, C. H. P. HAY, Deputy General Manager.

MOVEMENTS OF STEAMERS.

The T.K.K. s.s. <i>Korfa Maru</i> arrived at Yokohama on the 13th instant and is sailing on the 14th for Honolulu and San Francisco in accordance with schedule.	The P. & O. S. N. Co. s.s. <i>Delia</i> left Singapore for this port on the 13th instant at 4 p.m. and is due here on the 17th instant at about 6 a.m.
The C.P.O.S. Co. s.s. <i>Empress of Japan</i> arrived at Kobe on the 13th May, left there 13th May and is due at Nacasaki on the 14th May.	The N.Y.K. s.s. <i>Inaba Maru</i> (European Line) left London for this port via Suez on the 10th April and is expected here on the 19th May.
The C.P.O.S. Co. s.s. <i>R.M.S. Empress of Japan</i> arrived at Kobe on the 13th May, left there 13th May and is due at Nacasaki on the 14th May.	The N.Y.K. s.s. <i>Mishima Maru</i> (European Line) left Kobe for this port via Suez on the 10th April and is expected here on the 19th May.
The C.P.O.S. Co. s.s. <i>Empress of Japan</i> arrived at Kobe on the 13th May, left there 13th May and is due at Nacasaki on the 14th May.	The N.Y.K. s.s. <i>Tsurushima Maru</i> (Liverpool Line) left Liverpool for this port via Suez on the 10th April and is expected here on the 19th May.
The T.K.K. s.s. <i>Tenyo Maru</i> sailed from Shanghai at 3 p.m. on the 12th inst. and is due at this port Sunday, 16th instant, daylight.	The C.P.O.S. Co. s.s. <i>R.M.S. Empress of Japan</i> left Vancouver for Hongkong, via Japan ports, and Shanghai on the 12th May and is due here on or about the 23rd May.
The P. & O. S. N. Co. s.s. <i>Nellie</i> left Singapore for this port on the 11th inst. at 4 a.m. and is due here on the 15th inst. at about 11 a.m.	The C.P.O.S. Co. s.s. <i>R.M.S. Empress of Japan</i> left Vancouver for Hongkong, via Japan ports, and Shanghai on the 12th May and is due here on or about the 23rd May.
The N.Y.K. s.s. <i>Tsurushima Maru</i> (European Line) left Kobe for this port via Suez on the 10th April and is expected here on the 19th May.	The N.Y.K. s.s. <i>Portland Maru</i> (European Line) left London for this port via Suez on the 10th April and is expected here on the 19th May.
The P. & O. S. N. Co. s.s. <i>Nellie</i> left Singapore for this port on the 11th inst. at 4 a.m. and is due here on the 15th inst. at about 11 a.m.	The N.Y.K. s.s. <i>Asa Maru</i> (Liverpool Line) left Liverpool for this port via Suez on the 10th April and is expected here on the 19th May.

NOTICES.

JOHN TULLIS & SON LIMITED—GLASGOW

LEATHER BELTING, ROUGH LEATHER, HAIR BELTING, DRESSED LEATHER, COTTON BELTING, CHROME LEATHER, COPPER RIVETED DELIVERY ROSE, WOVEN CANVAS ROSE, DECK ROSE, Etc., Etc., Etc.

ORIGINAL INVENTORS OF COTTON BELTING & MACHINERY FOR ITS MANUFACTURE

ARNHOLD BROTHERS & Co., Ltd.
1A, Chater Road. Phone 1800.

Centrifugal Pumps to suit all purposes

UNION ENGINEERING CO., LTD.
York Buildings, Chater Road.

HORLICK'S MALTED MILK

The Ideal Food-Drink for all Ages.

Science affirms its superiority. Experience confirms. Gives strength and maintains it. Generates heat and conserves it. Builds Bone, Brain & Nerve. Refreshing and delicious. Easily digested and quickly absorbed. Ready in an instant by the simple addition of hot or cold water.

IMPORTANT NOTICE.
ORDINARY MILK is not always pure. HORLICK'S is guaranteed uniformly so. HORLICK'S is safe and needs no cooking. HORLICK'S never does. HORLICK'S is made of the purest milk. HORLICK'S keeps indefinitely. HORLICK'S is seldom available when wanted. HORLICK'S is always at hand.

HORLICK'S may be used in puddings, bread, cake, custards, etc. in place of ordinary milk.

Sold by Chemists and Grocers.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS., ENG.

THE POST OFFICE.

A Rowland Hill is badly wanted in Malaya to instil common sense into the Post Office. To fight against Departmentalism is generally a thankless job. The fate of many who have had contests with officialdom is not encouraging. Some have died of broken hearts and other relatives have buried them in obscure graves, others have retired to asylums, others have gone into business and made money cynically and thoroughly; but Rowland Hill started out to reform the Post Office and, strangely enough, he stuck it out and finished topdog. His example shows what can be done by a man with enough grit, and some day perhaps we may get an individual with sufficient zeal, patience and public spirit to take up the reformation of our Post Office. We quoted the President of the British Chamber Shipping who, referring to bureaucracy at home, affirmed that it was a system which destroyed all initiative, stereotyped mediocrity, is self-satisfied, scorns advice and the idea of co-ordination is foreign to its nature.

An incident that fully bears out these views has recently occurred which calls for publicity. A Penang firm has lately received complaints from several of its constituents that remittances had not been acknowledged. These were mostly small sums in currency notes posted in unregistered covers from Penang and Kedah and failed to reach the firm. Reference to the Post Office elicited the usual stereotyped, non-committal and unsatisfactory replies. It is unfair, on mere suspicion, to cast the blame for the disappearance of the notes on the P.O. The possibility of the covers and contents being abstracted by the senders or the addressees' families, although remote, had to be recognized. So the firm, which pays for a window delivery ticket, to eliminate one chance of pilfering, fitted a lock to the family's mail bag and asked the co-operation of the Post Office. The extent of permitting one of its clerks to snap the lock when the mail bag was placed in the bag. After Post Office Departmentalism into five days' cogitation over the problem—human sensibility?—*Penang Gazette*.

LAST WEEK ****

we met a man ****

who said that ****

letter writing ****

was a nuisance. ****

We showed him a ****

CORONA TYPEWRITER

and yesterday ****

he bought another ****

to send to his ****

brother. ****

Have you seen one?

ALEX. ROSS & CO.
25, MESVOUE ROAD.
TEL: 27
GARAGE
KOWLOON.
TEL: 447

POST OFFICE.

The Hongkong Postal Guide for 1920, may now be obtained at the G.P.O. at 50 cents per copy.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 6 p.m. on the previous day.

INWARD MAILS.

SUNDAY, May 16.
Japan—Per TATSUNO MARU.
Straits—Per NELLORE.
U.S.A. Japan and Shanghai—Per TENYO MARU.
MONDAY, May 17.
Straits—Per DELTA.
Shanghai—Per SUNNING.
FRIDAY, May 21.
Shanghai and Japan—Per MISHIMA MARU.
SATURDAY, May 22.
Straits—Per NUSSEIMA MARU.
MONDAY, May 24.
Australia and Manila—Per TANGO MARU.

OUTWARD MAILS.

FRIDAY, May 14.
Chefoo and Tientsin—Per CHUHSING, 5 p.m.
Saigon—Per PROSPER, 5 p.m.
Hohow—Per TAI SZE MA, 5 p.m.
Fort Bayard—Per SHUN CHEONG, 5 p.m.
Shanghai—Per North China—Per SAICHOW, 5 p.m.
SATURDAY, May 15.
Fort Bayard—Per WA SUN, 9 a.m.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhankhodi, Bombay and Aden—Per DUNERA, 11 a.m.
Shanghai and North China—Per CADDOPPEAR, 11 a.m.
Straits, 3 p.m.
Weihaiwei, Chefoo and Tientsin—Per HUICHOW, 5 p.m.
Hohow, Pakhol and Kaiphong—Per KALFUNG, 5 p.m.
Shanghai and North China—Per PROSPER, 5 p.m.
SUNDAY, May 16.
Swatow, Amoy and Fuzhou—Per KALMO MARU, 9 a.m.
MONDAY, May 17.
Shanghai, North China and Japan via Moji—Per NELLORE, 3 p.m.
Shanghai and North China—Per DELTA, 5 p.m.
TUESDAY, May 18.
Swatow and Bangkok—Per LUICHOW, 9 a.m.
Shanghai—Per North China, Japan, via Kobe, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO, 11 a.m.
YANZUELLA, Registration 9.45 a.m. Letters 10.30 a.m.
Swatow, Amoy and Fuzhou—Per HAIHONG, 1 p.m.
Amoy, Hongkong and North China—Per TAI SZE MA, 2 p.m.
WEDNESDAY, May 19.
Mauritius—Per HWAH KUN, 10 a.m.
THURSDAY, May 20.
Shanghai and North China—Per SUNNING, 10 a.m.
Shanghai, North China, Japan via Kobe, TAI SZE MA, 10 a.m.
FRIDAY, May 21.
Swatow, Amoy and Fuzhou—Per HAICHUNG, 1 p.m.
SATURDAY, May 22.
Straits, Bangkok, Ceylon, Mauritius, South Africa, L. Marques, India via Dhankhodi, Bombay and Aden—Per DUNERA, 11 a.m.
Shanghai and North China—Per CADDOPPEAR, 11 a.m.
Straits, 3 p.m.
Weihaiwei, Chefoo and Tientsin—Per HUICHOW, 5 p.m.
Hohow, Pakhol and Kaiphong—Per KALFUNG, 5 p.m.
Shanghai and North China—Per PROSPER, 5 p.m.

FRIDAY, May 14.
The s.s. NELLORE, left London May 28th and is due here via Colombo, Penang and Singapore May 15.
The s.s. DELTA, left London Apr. 10th, is due here via Colombo, Penang and Singapore May 17.
The s.s. TAI SZE MA, due here May 17th, and sails for Shanghai June 18.
The s.s. HELENUS, due here May 31st, and sails for Shanghai June 1.
The s.s. TALTHYBIUS, due here June 1st, and sails for Japan, June 4.
The s.s. EAK LING, due here June 2nd, and sails for Japan via Shanghai June 4.
The s.s. AGAPEOR, due here June 4th, and sails for Japan June 5.
The s.s. ELEPHOR, due here June 14th and sails for Shanghai June 15.
The s.s. DEMODOCUS, due here June 18th and sails for Shanghai June 19.
The s.s. THESEUS, due here June 18th and sails for Shanghai and Hankow June 20.
The s.s. THOMEDON, due here June 26th and sails for Japan June 27.
The s.s. DEMODOCUS, due here June 27th and sails for Shanghai June 28.
The s.s. PYRRHUS, due here June 28th and sails for Shanghai June 29.
The s.s. ALGONOUS, due here July 3rd and sails for Shanghai and Taku July 4.
The s.s. BELLEROPHON, due here July 13th and sails for Japan July 14.
The s.s. NINGBOH, due here July 18th and sails for Shanghai and Japan July 19.
The s.s. STIEGERWALD, due here July 25th and sails for Japan July 26.

FROM AMERICA.

The s.s. EQUADOR, leaves San Francisco May 1st, and is due here via Honolulu, Japan, Shanghai and Manila, June 9.
The s.s. TYNDAROS, leaves Seattle May 14th and is due here via Yokohama, Kobe and Manila, June 15.
The s.s. COLUMBIA, leaves San Francisco May 20th and is due here via Honolulu, Japan, Shanghai and Manila, July 7.
The s.s. IXION, leaves Seattle June 24th and is due here via Yokohama, Kobe and Manila, July 28.
The s.s. PROTETIAUS, leaves Seattle July 11th, and is due here via Yokohama, Kobe and Manila August 13.

FROM CALCUTTA.

The s.s. ARRATON AFOAR, left Calcutta Apr. 25 and is due here May 11th and leaves for Kobe, May 11th and is due here May 19.
The s.s. TORILLA, left Calcutta May 1st and is due here May 20.

FROM BOMBAY.

The s.s. GHARINDA, left Bombay May 1st, and is due here May 19.

FROM MANILA.

The s.s. TYNDAROS, leaves Manila June 13th due here June 18th and leaves for Seattle via Kobe and Yokohama, June 24.
The s.s. IXION, leaves Manila July 25th and is due here July 31st, sailing for Seattle via Kobe and Yokohama, Aug. 8.
The s.s. PROTETIAUS, leaves Manila August 12th, and is due here Aug. 18th, and sails for Seattle via Kobe and Yokohama August 25.
The s.s. TYNDAROS, leaves Manila Sept. 9th, is due here Sept. 15th and sails for Seattle via Kobe and Yokohama Sept. 21.

FROM SINGAPORE.

The s.s. EUTIMACHUS, leaves Singapore May 13th, is due here May 20th and sails for New York via Shanghai and the Panama Canal May 24.
The s.s. TILMACHUS, arriving from Singapore, leaves here for New York via Shanghai and the Panama Canal June 10.

ENTERTAINMENTS.

THE CORONET SUPER SEASON.

TO-NIGHT! TO-NIGHT!!

at 5.15 & 9.15 p.m.

NAZIMOVA

in the triumph of her screen career.

"OUT OF THE FOG"

Superproduction prices.

TEL. 2511. **HONGKONG THEATRE.** TEL. 2511.

TO-NIGHT! at 5.15 and 9.15 p.m. TO-NIGHT!!

TOM MIX

in a story of the secret service where grim duty outweighs the call of love

"Mr. LOGAN, U. S. A."

TEL. K307 or TEL. K3. 48, Haiphong Road, Kowloon.

THE PALACE MOTOR CAR COMPANY, KOWLOON.

STUDEBAKER, CADDALAC, BUICK, OVERLAND & HUDSON.

Best Cars for Hire and for Sale at reasonable Rates.

Expert Drivers. Moderate Price.

Apply to No. 14 Anton Street, or Telephone to No. 2539.

SHIPS DUE TO ARRIVE.

FROM EUROPE.

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WALLA-WALLA LAUNCHES.
Phone No. 3516.

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